

THE BEST
MAG FOR
MINI FANS

STUNNING AUSSIE EXPORT MOKE

SWEET SLEEPER
SUPER SMOOTH 1380 HORNET

restore • modify • enjoy

mini magazine

MINTED

ULTRA COOL COOPER SPORT
RESTORED AND UPGRATED



TECH:
DOWNTON GT
PREP FOR PAINT



FEBRUARY 2020 ISSUE 299 PRINTED IN THE UK £4.99

COLLECTIVE THINKING
ONE MAN'S IDEAL



LIGHTWEIGHT RACER
ACS MARTINI MINI



ON THE JOB
BEHIND THE MKI SHELL



TECH / EXPERT Q&A FOR THE ANSWERS **TECH /** REPLACE DISCS AND PADS





Quite simply the Largest Stocks of Mini Spares in the World!



**The Largest Stocks of
Mini Parts
in the World**

Prices include VAT @ 20%



Mail Order - 01707 607700

Mail Order also available direct from Mini Spares North
Call 01423 881800 to order

www.minispares.com



Visit the official **MiniSpares.com** website for pictures,
downloads, catalogues, current prices & special deals



Mobile & tablet friendly
e-mail: sales@minispares.com

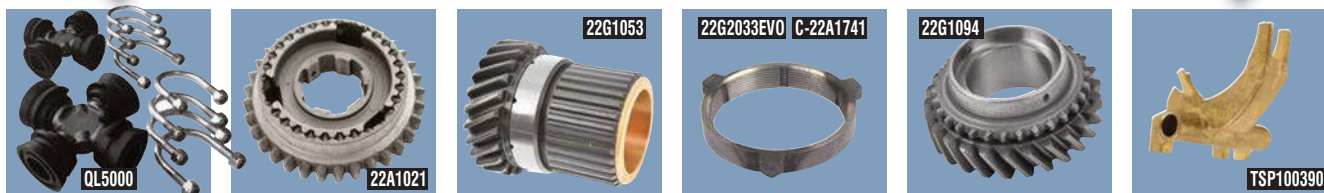
Our Obsession is Keeping Your Minis On The Road



Tens of Thousands Spent on Tooling & Development



The One Stop Shop for all your Mini Parts
for current prices visit: www.minispares.com



All Our Own Work! All these parts are made from Mini Spares' tooling!



Our own 1275cc and 'S' Cylinder Blocks are under development!



Keep in touch with us on
FACEBOOK and Twitter



Please note that prices can change during the period that the
magazines are printing - check website for up-to-date prices

Shop on-line at www.minispares.com or visit our 3 great stores

Mini Spares - LONDON



Close to A1M & M25
Cranborne Industrial Estate,
Cranborne Rd. Potters Bar. EN6 3JN
Telephone: 01707 607700

Sat-Nar: EN6 3JN

Mini Spares - MIDLANDS



Next to M5 (J2)
991 Wolverhampton Rd. Oldbury.
W. Midlands. B69 4RJ
Telephone : 0121 544 0011

Sat-Nar: B69 4RJ

Mini Spares - NORTH



Units 2E and 2G Harwood Road
Northminster Business Park. York.
YO26 6QU Telephone: 01423 881800

Sat-Nar: YO26 6QU

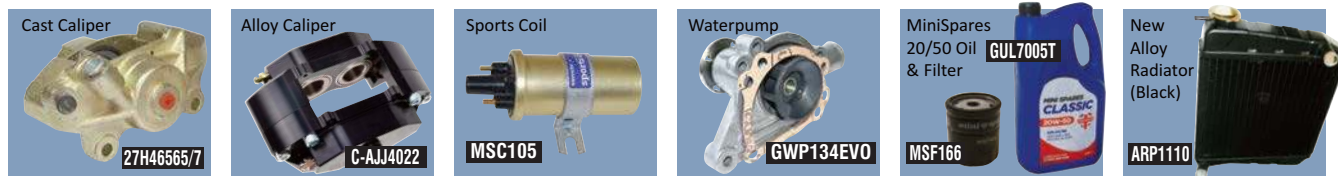
The Largest Stocks of
Mini Parts in the
World



Most parts are manufactured for us, or unique to Mini Spares



5,800 stock lines, over a million parts and £17m turnover



Demand Mini Spares approved and trusted parts!



The one stop Mini parts shop for everything your car needs



mini  spares
www.minispares.com

All part numbers used are unique and intellectual property of either
Mini Spares Centre Ltd or Rover / X parts licensees.

Prices are correct at time of going to press, but are subject to change without notice. E&O.E. Export Tel: (+44) 1707 607702

9 Harris Road, Porte Marsh Industrial Estate,
Calne, Wiltshire SN11 9PT
Fax: 01249 721316 Email: spares@somerfordmini.co.uk

www.somerfordmini.co.uk

SERVICE | RESTORATION | SPARES

We **EXPORT**
all over
the world!

SHOP OPENING HOURS

MONDAY-FRIDAY: 9am - 6pm

SATURDAY: 9am - 2pm

SUNDAY: Closed

BRITISH
MOTOR
HERITAGE
APPROVED



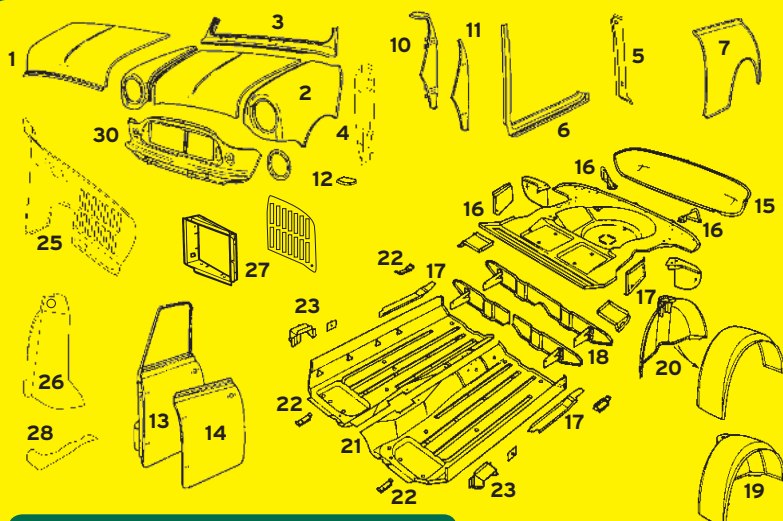
COUNTER SALES OR MAIL ORDER



Phone for postage rates, it's **CHEAPER**
than you think!

WE STOCK OVER 10,000 PARTS!

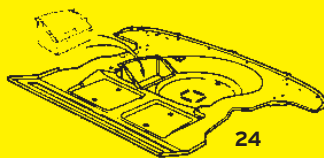
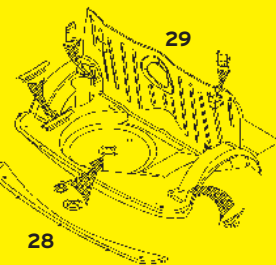
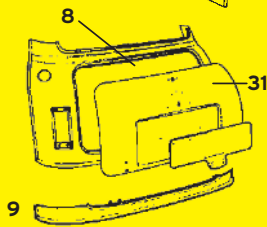
Many **NEW** and **VERY RARE** parts are available to buy in our dedicated shop in Calne or visit our online service



GENUINE HERITAGE PANELS

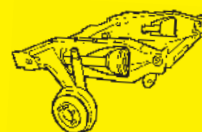
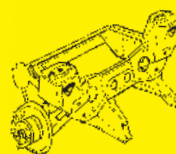
(Unless otherwise stated)

- | | |
|---|----------------------|
| 1 Bonnet MK1, MK2 & MK3 | £201.52 |
| 2 Front wing with or without side repeater | £116.03 |
| 3 Full scuttle repair | £152.68 |
| 4 'A' post stiffener - internal hinges only | £30.13 |
| 5 'A' post boxing plate - MK1 & 2 (M. Machine) / MK3 | £14.29/£34.24 |
| 6 'A' post step repair - internal hinges | £96.19 |
| 7 Rear wing MK3 / MK1 & 2 (M. Machine) | £134.65/£88.09 |
| 8 Backpanel - Screen down/Gutter down | £244.26/£329.76 |
| 9 Full boot hinge panel | £224.52 |
| 10 Inner 'A' panel (including scuttle closing panel) | £79.52 |
| 11 Outer 'A' panel MK1 & 2 / MK3 | £41.68/£25.64 |
| 12 Scuttle closing plate | £15.38 |
| 13 Door - MK1 & 2 / MK3 | £671.72/£519.06 |
| 14 Door skin - MK1 & 2 / MK3 | £97.72/£97.72 |
| 15 Rear valance / closing plate (Partial/Full) | £62.82/£32.93/£43.84 |
| 16 Stiffener-boot floor to arch / Rear bulkhead | £23.09/£14.95 |
| 17 Companion bin closing plate / Inner sill stiffener | £16.30/£16.87 |
| 18 Heelboard - Full / Half | £85.92/£41.68 |
| 19 Full wheel housing | £103.87 |
| 20 Rear turret repair / Mudguard | £59.63/£43.60 |
| 21 Full floor pan / Half floor (rod change) | £262.88/£121.82 |
| 22 Floor sling shoe | £8.78 |
| 23 Jacking point / Seat belt anchor | £19.04/£8.87 |
| 24 Boot floor / Seat pan skin | £224.41 |
| 25 Inner wing bare / comes with A post & 'A' panel | £185.94/£237.24 |
| 26 MK1 & MK2 van pickup inner wings | £137.22 |
| 26 Flitch repair panel (Non Genuine) | £23.76 |
| 27 Radiator cowl / Vent panel | £70.54/£54.83 |
| 28 Boot floor side repair / Rear repair (M. Machine) | £24.30/£28.34 |
| 29 RHD tank stand | £16.87 |
| 30 Front panel Pre 1976 / Post 1976 (rubber mounted) | £213.72 each |
| 31 Boot lid MK3 / MK1 | £225.95/£366.40 |
| Waist rail (below 1/4 light) Pre '70 / Post '70 | £25.54/£54.36 |
| Clubman wings / Front panel | £129.34/£127.43 |
| Clubman bonnet / Inner wing | £195.26/£225.71 |
| Mini under wing liners (helps prevent corrosion) | £88.74 |



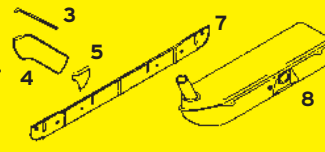
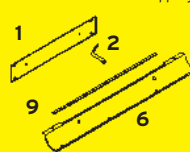
SUBFRAMES & COMPONENTS

- | | |
|---|-----------------|
| 1 Non Genuine rear subframe - Wet/Dry | £251.56/£248.58 |
| 2 Genuine rear subframe Wet or Dry | £487.31 each |
| 3 Genuine front subframe, Pre 76/MPI | £546.31/£519.35 |
| 4 Front subframe assembly (includes all running gear, suspension, brakes, etc.) | £1826.74 |
| 5 Rear subframe assembly (includes all running gear, suspension, brakes, etc.) | £1793.42 |
| 6 Rear subframe mount kit - (bushes, pins, bolts, etc.) | £57.84 |
| 7 MK1 front subframes | £546.31 |



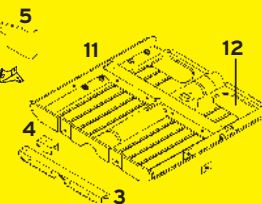
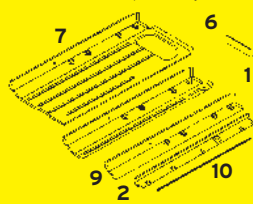
VAN/ESTATE REAR VALENCE PANELS

- | | |
|--|---------------|
| 1 Rear number plate backing | £11.75 |
| 2 Rear number plate bracket | £8.52 |
| 3 1/4 valence seam capping | £8.82 |
| 4 Rear 1/4 valence - Genuine / Non Genuine | £25.84/£11.88 |
| 5 Rear 1/4 valence closing plate | £5.58 |
| 6 Centre rear - Genuine / Non Genuine | £44.99/£19.62 |
| 7 Centre rear valence closing plate | £29.84 |
| 8 Van or Estate - Fuel tank / Fitting kit | £270.07/£6.13 |
| 9 Rear valence seam capping | £7.48 |



FLOORING PANELS

- | | |
|---|---------------|
| 1 Radius arm nipple shroud | £7.20 |
| 2 Saloon outer sill - MK1 & 2, 4 flute (M. Machine) | £19.36 |
| 2 Saloon outer sill - MK3 Genuine / Non Genuine | £45.80/£19.62 |
| 2 Van & Estate outer sill - MK1 & 2, 4 flute (M. Machine) | £20.81 |
| 2 Van & Estate outer sill - MK3 Genuine / Non Genuine | £37.46/£26.82 |
| 3 Seat cross member - Pre 1974 / Post 1974 | £56.17/£61.12 |
| 4 Seat cross member end repair | £19.86 |
| 5 Companion bin - Saloon MK1, 2, 3 / Clubman Estate | £31.98/£82.66 |
| 5 Genuine companion bin - MK3 onwards | £43.84 |
| 6 Lower companion bin repair - Saloon MK1, 2, 3 / Club Estate | £20.70/£18.72 |
| 7 Wide front to rear floor (c/w outer sill and jacking point) | £135.29 |
| 8 Narrow front to rear floor (c/w outer sill and jacking point) | £98.28 |
| 9 Full length inner seal - Saloon / Estate | £28.36/£28.80 |
| 10 Battery cable cover | £21.36 |
| 11 Complete floor assembly Heritage | £737.36 |
| 12 Front foot well repair - Budget / Restoration | £26.10/£35.93 |



Whilst we endeavour to source and sell the best quality parts available, we regret we do not cater for concours cars.

This advert only represents 5% of our stock, please phone 01249 721421 for more parts and prices. All prices in the advert include VAT.

E&OE - Prices correct at time of going to press. Subject to change without notice.

Somerford Mini has **FULL** workshop facilities. We are experts at restoring Minis and turn out some of the **BEST IN THE COUNTRY**. We also offer other services from general repairs and servicing to up-rated engines and suspensions. In fact we cater for anything connected with a Mini. We offer expert advice and a dependable, professional service. **Why not visit our ever expanding shop and workshops?**



RESTORATION

We have over 20 years of unrivalled knowledge and experience. With full workshop facilities and highly skilled staff, we can restore your Mini to the highest standards. We cater for all types and years of Minis and can make your dream come true!



REFURBISHMENT

Sadly every Mini succumbs to the dreaded rust. Our Refurbishment service could be the answer. Typically all 'skin' panels are replaced and the car receives an external respray. This will bring your Mini to it's former glory and give it at least another 15 years of life!



OTHER SERVICES

Our workshop is fully equipped and has an in-house stock of over 10,000 new parts, enabling our skilled mechanics to perform many vital services for your Mini. These include accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.

SCAN
ME!



Look at our comprehensive website
www.somerfordmini.co.uk

More than a website, **VISIT** the most useful resource tool in the business! **Over 12,500** parts fully illustrated and many new and rare parts are available to buy online.

BRAKES

M. Cyl - single line (plastic tank) / Dual line	£46.48/£80.08
Wheel cylinder - all types in stock	From £8.28
M. Cyl seating gaskets - Large / Small	£1.61/£1.13
Brake flexi hose - Front / Rear	£7.02/£7.80
Rear brake Adjuster / Wedge	£2.12/£4.27 each
Handbrake bellows	£2.28 each
Brake backplate - Front / Rear	£42.98/£34.12
Brake shoes - Front / Rear	£14.98/£13.88
Handbrake cables - Twin / Front / Rear to rear	£4.75/£4.32/£4.74
Brake drum - Standard / Spaced	£13.19/£14.58
Brake disc - 8.4" / 7.5" / Vented	£10.20/£19.80/£14.40
Brake disc 997 / 998 Cooper	£48.72 each
Brake pads - 'S' / Late / Vented	£23.27/£14.84/£19.30
Complete brake pipe kit (copper/brass unions)	From £98.62
Individual brake pipes	From £8.59
Brake servo (Gen) MK1 & MK2 / Brake servo kit (Gen) MK3	£356.70/£203.28

CARBURATION

Air filter - HS2 / HS4 / Injection Cooper	£8.34/£6.30/£8.77
Carb rebuild kit - HS2 / HS4 standard / HIF44	£42.88/£60.54/£59.03
Carb jets - Standard / Waxstat	£20.76/£43.90
Heat shield kit - HS2 / HS4 Stainless	£12.72
Throttle cable - HS / HIF	£4.74/£5.99
Choke cable - MK1 & 'S' / 1969 & 1989	£13.80/£15.00/£10.97
Carb Needle / Spring	£15.07/£7.40
Twin carb link pipe	£10.08
Fuel pump - Manual - Non Genuine	£21.60
Fuel pump - Manual - Genuine	£78.00
Fuel pump - Electric - Non Genuine	£61.78
Electric fuel pump mounting Bracket / Clamp	£8.34/£7.91
S.U. pump banjo union	£5.51
Fuel filter in-line (replaceable element)	£9.00
Fuel hose - Rubber / Braided (per metre)	£5.06/£7.84
Front/rear copper fuel pipe - Saloon / Van & Estate	£19.20/£31.98
Carb return spring - Standard / Twin carb	£3.54/£2.56
Twin carb linkage kit	£18.26
Fuel pump blanking plate	£4.03

CLUTCH

Clutch kit - Diaphragm / Verto / Injection	£58.55/£135.83/£85.50
Slave cylinder - Diaphragm - Genuine/Non Genuine	£30.16/£11.44
Slave cylinder - Verto - Genuine/Non Genuine	£45.44/£25.91
Flexi hose - Diaphragm / Verto	£8.68/£4.74
Clutch cover - Standard / Orange / Grey	£31.55/£40.20/£47.10
Master cylinder - Plastic tank / Tin tank	£54.48/£71.82
Release bearing - Diaphragm / Verto	£6.00/£7.80
Return spring	£2.34

COOLING

Standard Radiator - 3 Row/Comp 2 Row/MPI	£60.29/£75.18/£71.94
Oil cooler - 13 Row	£42.62
Braided pipe kit - Mini / Clubman	£34.88/£39.36
Thermostat / Blanking sleeve / Housing	£3.48/£9.40/£8.10
Radiator cowl rubber	£5.82
Radiator cowl upper & lower - '60-'74 / Cooper & 'S' '61-'74	£77.71 each
Radiator hoses to 1990 - Top / Bottom	£3.30/£8.64
Top hose 'S' / GT	£4.20/£6.74
Heater control valve MK1 / MK3 / MK4	£19.98/£17.56/£28.27
Water pump	£16.20
Cooling fan - 2 Blade / 6 Blade	£37.88/£47.54
Top radiator bracket - 'S' or GT	£9.54/£8.99
Heater hose	£3.82 per metre
1275 fan spacer	£9.38
Heater cable - MK1 / MK2 & MK3	£13.80/£12.90

ELECTRICAL

Fuel sender - Saloon / Estate	£25.54/£25.54
Indicator switch MK1 / MK2 / MK3	£56.03/£30.60/£39.06

Fuse box - 2 Fuse / 4 Fuse	£10.08/£8.82
Floor starter switch	£29.58
Solenoid - Standard / Push button	£10.20/£23.50
Floor mounted dip switch	£19.92
Headlamp switch - MK1 / MK2 / MK3	£12.18/£8.83/£9.00
Battery cable - front to rear	£43.92
Battery - Clamp / Rod	£8.10/£2.34
Dynamo - Outright	£63.52
Alternator - Outright	From £53.94
Voltage regulator	£22.07
Starter motor (Outright) - Inertia/Pre-engaged	£75.60/£80.04
Complete wiring looms	From £227.05
Wiper wheelbox - MK1 / MK3	£51.66/£19.00
Washer pump - Electric / Manual	£11.94/£22.92
Wiper park switch / Multi plug	£13.14/£8.92
Wiper motor - twin speed	£44.24
Indicator flasher unit MK1 / MK2 & 3 / 1991 onwards	£5.99/£4.68/£13.72

IGNITION

H.T. leads & plug caps - Period MK1	£33.19 Set
H.T. lead set - Various colours / MPI	£12.25/£15.32
Electronic ignition kits - Aldon / Lumenition	£132.30/£95.12
Aldon competition dizzy	£176.17
Ignition switch MK1 & 2 / MK3 & MK4	£10.36/£54.82

LIGHTING

Clubman side indicator unit	£68.74
Rear light - MK1 / MK2 / MK3	£40.02/£55.68/£49.12
Rear lens MK1 - Red / Amber / Screw kit	£8.10/£7.09/£8.52
Rear lens MK2 & MK3	£24.19
Headlamp sealed beam unit	£11.51
Quadoptic halogen headlamp kit RHD/LHD	£47.59/£57.07
Steel headlamp - Bowl / Rubber gasket	£10.80/£4.20
Plastic headlamp bowl (including rim, gasket & adjuster)	£13.50
Headlamp bezel - Genuine / Non Genuine	£19.91/£7.30
Front indicator unit - Genuine / Non Genuine	£15.32/£7.14
'Works' chrome boot mounted spot lamp	£101.81
6" driving lamp set - Black / Chrome	£33.17/£26.68
Stainless spotlight bracket	£7.20
Pick-up rear light - 1976 onwards	£29.09
Rear number plate MK1 & 2 - Genuine / Non Genuine	£29.58/£8.21
MK3 Interior light / Interior light switch	£9.90/£5.94

PLUGS/CONTRACTS/CONDENSERS

(All types in stock)

Coil - Standard / Ballast	£19.14/£19.67
Coil - Electronic / Sports	£19.30/£26.10
Low tension lead - MK1 / MK2 25D	£5.34
Distributor vacuum unit - 25D / 45D	£18.90
Engine splash guard kit (includes clips, etc.)	£35.75
Standard battery / Heavy duty	£59.15/£81.40
Metal vacuum advance pipe with fuel trap	£28.46

RUBBER BUSHES & MOUNTINGS

Rear subframe mounting - Large / Small	£3.53/£1.14
Rear sub mounting pin	£9.00
Tie bar - Standard / Heavy duty	£1.08 each/£7.80 Set of 4
Bottom arm - Standard / Heavy duty	£1.80 each/£6.00 Set of 4
Rear shock top cap	£4.08
Top arm rebound buffer	£3.00
Front bump stop (not hydro) - 1 Bolt / 2 Bolt	£7.15/£7.80
Bump stop (hydro) - Front / Rear	£8.40/£6.60
Shock absorber - Front Bush / Rear Top Mount	£2.98/£1.44
Front subframe - Front mount / Rear mount	£4.20/£5.94
Rubber suspension cone - Genuine	£52.92
Rod change mount	£3.54
Remote housing mount	£4.92
Engine mount manual	£3.54
Engine mount auto - RHD / LHD	£16.80/£12.34
Engine tie bar kit - Standard / Up-rated	£3.38/£7.66
Remote to gearbox - Front	£3.54

SUSPENSION & STEERING

Radius arm rebuild kit	£14.29 each
Knuckle joint	£4.08 each
Swivel pin kit (service one hub)	£10.73
Track rod end - Genuine / Non Genuine	£14.39/£5.40
Steering rack (new) RHD / LHD	£69.72/£74.30
Sports pack limited travel rack (Non Genuine)	£81.35
Nylon steering column bush - Upper / Lower	£3.00/£4.74
Timken front disc bearings - Genuine / Non Genuine	£61.13/£14.04
Timken front drum bearings - Genuine / Non Genuine	£68.26/£12.42
Timken rear bearings - Genuine / Non Genuine	£33.56/£11.34
Drive flange 'S' / 8.4" / Drum	£27.85/£30.48/£34.80
Shock absorber - Front & Rear	£15.34 each
Hydro pipe - Nylon / Copper	£42.00/£33.78
Displacer dust cover	£9.64
Top arm rebuild kit	£11.70 per arm
Front towing eye	£10.20

Massive selection of nuts, bolts and body hardware in stock

BODYSHELLS

Range includes MK4, SPI, MPI

We stock the **ENTIRE** Heritage bodyshell range. Please contact us with your requirements.

Sportspack (MK4, etc.)	£8951.04
Clubman Saloon	£9297.54

DVD MANUALS

Service Parts and Owners Manual DVD - All Models	£29.99
--	--------



FREE CATALOGUES

For your **FREE** copy of the **CLASSIC MINI ACCESSORIES** and/or **BODY PANEL** catalogue, please phone us on **01249 721421** or email: **spares@somerfordmini.co.uk**

SCAN ME!



SIT BACK & ENJOY THE RIDE



When it comes to insurance for your Mini,
Adrian Flux have got it covered.

Our car insurance policy benefits can include: Agreed value,
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote
0800 085 5000 or visit **adrianflux.co.uk**

ADRIAN FLUX

Authorised and regulated
by the Financial Conduct Authority



ISSUE: 299

Kelsey Media, 5 Yalding Hill, Downs Court,
Yalding, Kent, ME18 6AL

■ **EMAIL:** minimag.ed@kelsey.co.uk

■ **FACEBOOK:** www.facebook.com/minimagazine

EDITORIAL

■ **EDITOR:** Gerard Hughes **Email:** gerard.hughes@kelsey.co.uk

■ **DEPUTY EDITOR:** Holly Daffurn

■ **ART EDITOR:** John McAllister **Email:** hjohnmac@yahoo.com

REGULAR CONTRIBUTORS

Matthew Barrington, Jeroen Booi, Ade Brannan, Neil Burgess,
Keith Calver, Willy Carson, Jon Cass, Stephen Colbran, Holly Daffurn,
Jason Dodd, Will Finn, Tim Harber, Joe Holloway, Cara Jackson,
Patricia Käsehausen Webb, Alex Kinsman, Martyn Morgan-Jones,
Jeff Ruggles, Marc Stretton, Richard Williamson, Matt Woods.

ADVERTISING

Advertising Director: Ben Foster

Email: ben@hillviewmedia.com **Tel** 01366 728 488

Senior Sales Executive: Amy Wattam-Foster

Tel 01366 728 488 **Email:** amy@hillviewmedia.com

PRODUCTION

Production Manager: Jo Foster

Tel 01366 728 488 **Email:** jo@hillviewmedia.com

MANAGEMENT

Chief Operating Officer: Phil Weeden

Chief Executive: Steve Wright

Finance Director: Joyce Parker-Sarioglu

Retail Director: Steve Brown

Audience Development Manager: Andy Cotton

Brand Marketing Managers: Debra Hagger & Nikolas Lovely

Events Manager: Kat Chappel

HR & Operations Manager: Charlotte Whittaker

Senior Print Production Manager: Nicola Pollard

Print Production Manager: Georgina Harris

Print Production Controller: Kelly Orriss

Subscription Marketing Manager: Debra Hagger

SUBSCRIPTIONS

13 issues of Mini Magazine are published per annum

UK annual subscription price: £62.40

Europe annual subscription price: £76.00

USA annual subscription price: £76.00

Rest of World annual subscription price: £82.00

UK subscription and back issue orderline: 01959 543747

Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address: subs@kelsey.co.uk

Customer service and subscription postal address:

Mini Magazine Customer Service Team

Kelsey Media, 5 Yalding Hill, Downs Court, Yalding ME18 6AL, United Kingdom

Find current subscription offers via: shop.kelsey.co.uk/mmg

Buy back issues via: shop.kelsey.co.uk/mmgback

Already a subscriber? Manage your subscription online:

shop.kelsey.co.uk/myaccount

www.kelseyshop.co.uk

CLASSIFIEDS

Tel: 0906 802 0279

(premium rate line, operated by Kelsey Media. Calls cost 65p per minute

from a BT landline; other networks and mobiles may vary.

Lines open Monday to Friday 10am to 4pm)

Email: cars@kelseyclassifieds.co.uk

Address: Kelsey Classifieds, c/o Talk Media Sales, Mini Magazine Classifieds,

Kelsey Media, PO Box 13, Cudham, Westerham, Kent, TN16 3WT

DISTRIBUTION IN GREAT BRITAIN

Marketforce (UK), 2nd Floor, 5 Churchill Place, Canary Wharf,

London, E14 5HU **Tel** 020 3787 9001

DISTRIBUTION IN NORTHERN IRELAND AND THE REPUBLIC OF IRELAND

Newsread, Tel +353 23 886 3850

PRINTING

William Gibbons & Sons Ltd, Willenhall, West Midlands

Kelsey Media 2020 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties. Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.



Part of the
Classics World Family
www.classicsworld.co.uk

NEXT ISSUE ON SALE:
31 JANUARY 2020

K KELSEY media
WWW.KELSEY.CO.UK

WELCOME



We're already starting to get excited about 2020, and as you'll see elsewhere in this issue, our plans for the year - and more specifically, the Minis we plan to enjoy - are already coming together.

A new car has joined the Mini Magazine fleet, and I can't wait to get my hands dirty on this one. We spend a lot of time around tuned and race prepared cars, and I have to admit, the thought of actually getting to take part in some kind of track based or motorsport activity rather than sitting on the sidelines with camera in hand has long appealed.

Thanks to readers, Clive and Scott Harrigan, I'm now one step closer. And even if the car doesn't take us all the way to track glory, like all project cars, I'm sure we'll have a lot of fun along the way. I still get an enormous kick out of starting a new project, whether it's breathing life into something long forgotten, or just picking up the baton on a project where the previous owner just has too many other cars in the garage needing their attention (as was the case here...).

Owning, maintaining and restoring Minis (and now, Mini-based derivatives...) has always been central to what we do. And we're really pleased to have so many interesting projects to tell you about.



Mike Brewer's #ProjectFrankie has taken a big step forward this month - we visited British Motor Heritage to see the latest batch of MK1 shells making their way through production (see page 36), and this included the bodyshell which will soon be dispatched to Andy Ace Harrison's workshop for the rebuild to start proper.

And we're just as interested to hear about the projects you're working on - whether it's a restoration, a highly modified street car or even a dedicated track monster. Part finished or ready to go, get in touch and we'll share your story with the rest of the MM readership...

Gerard Hughes
Editor, Mini Magazine
[@geztheed](https://twitter.com/geztheed)

EMAIL

gerard.hughes@kelsey.co.uk



FACEBOOK

www.facebook.com/minimagazine



FEATURES

12 STING IN THE TAIL

Tina Riordan wanted a real classic for her birthday, and they don't come much better than this modified Hornet.

36 ON THE JOB

We go behind the scenes at British Motor Heritage to see the latest batch of Mkl shells being made.

40 RAISING THE STANDARD

The Cooper Sport was highly desirable when new - after a full resto and a raft of mods, this one is as good as it gets.

48 RIDING WITH THE PUNCHES

Lee Williams decided to make some big life changes, and part of his plan was to build his Mini collection...

62 A PRACTICAL MOKE

Bought as a part finished resto, this rare Aussie Export Moke has now travelled far and wide with its enthusiastic owners.

MINI SCENE

18 NEWS

All the latest from the Mini scene.

24 MOTORSPORT

Mini Se7en to support DTM festival and your coming year in motorsport.

28 EVENT REPORT

All the news from the 25th New Zealand Mini Nationals.

32 EVENTS

The events to look out for on this year's Mini calendar.

34 YOUR MINIS

Our pick of your cars.

69 THE OUTER LIMITS: ACS MARTINI MINI

Jeroen Booij tells the fascinating story of the Mini based special built in the shadow of the legendary Nürburgring.



FREE ADS

Find your perfect partner in our classified section. **PAGE 107**



34



36



62



69



EMAIL

minimag.ed@kelsey.co.uk



FACEBOOK

[facebook.com/minimagazine](https://www.facebook.com/minimagazine)



MINI TECH

75 HOW TO

We look at how to change the discs and pads on your Mini.

82 ASK THE EXPERT

Our tech experts answer all your Mini technical queries.

86 PRODUCTS

The latest selection of parts and goodies to lavish upon you and your Mini.

89 WORKSHOP

The Downton GT project reaches the final prep stages before paint.

94 OUR MINIS

The latest from our Mini fleet, featuring Tim, Gerard, Jeroen and Joe.

94



89



75



Subscribe to Mini Magazine
Save money by selecting one of our subscription options. See page 102.

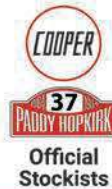




NEW YEAR SALE

MASSIVE SAVINGS!

All prices include VAT. Mini Sport disclaims any liability for errors and also reserves the right to modify all or any part of the product descriptions & prices.



Mini Sport Cylinder Heads



(all prices are exchange, we need your old cylinder head)

Nearly 50 years in development, with British craftsmanship, Mini Sport Modified Cylinder Heads are World Class!

Mini Road (Stage 2)

Improved gas flow, increasing power and economy. Perfect for town, traffic & open roads.

850cc, 998cc, 1098cc - (29mm/25mm) £936
1275cc incl injection - (35mm/29mm) £877

Road Sport (Stage 3)

Improved gas flow, larger valves, designed for maximum power, torque & economy.

1275cc A+ A series carb models only £1091

Grand Tourer (Stage 4)

Greater gas flow & competition valves, engineered for mid range power & torque for better economy.

850cc, 998cc, 1098cc - (32mm/28mm) £1354
1275cc incl injection - (35mm/30mm) £1278

Recon' Cylinder Heads

Finished to the highest standards to original spec, a simple replacement for the original cylinder heads.



NOW FROM
£378

850cc, 998cc, 1098cc £437
1275cc A+, A series £378

Rolling Road Tuning



10% OFF
Rolling Road Tuning
Valid until Spring 2020

Performance Engines

Dynamic 1293cc (from 90 bhp) & 1380cc (from 104 bhp) engines, first developed in our competition Mini's way back in the 1960's. Developed & perfected over 50 years.

1293cc or 1380cc

Engine Kits	Stage 2	Stage 3
1293cc Half engine kit	£1062	£1220
1380cc Half engine kit	£1249	£1412
1293cc Short engine kit	£1414	£1574
1380cc Short engine kit	£1601	£1770
1293cc Full kit (carb model)	£2260	£2569
1380cc Full kit (carb model)	£2447	£2886
Built Engines ready to fit		
1293cc Carburettor engine	£2803	£3123
1380cc Carburettor engine	£2990	£3240
1293cc Injection engine	From £2900	
1380cc Injection engine	From £2755	

Engine Stabilisers

Competition Stabilisers	
1275cc Type	
850/998/1098/1275cc & injection	From £28

Engines

For over 40 years we've been producing a range of quality reconditioned engines built on a long established commitment to engineering excellence.

Engines	Engine	E&G*
998cc - A series, A+, Cooper	Fr. £2360	Fr. £3642
1275cc - A series, A+	£2328	£3683
1275cc - Cooper carb	£2399	£3764
1275cc - SPI and MPI	£2325	£3691
Surcharge	Fr. £1050	Fr. £1350

* E&G - Engine and Gearbox

Oils



NOW FROM
£8

Classic Oils

Millers classic Mini 20/50 (5 litres)	£25
Millers sport CTV 20w-50 (5 litres)	£42
Castrol XL20w50 (4.5Ltr)	£32
Castrol XL20w50 (1 Ltr)	£8
Oil filter head - spin on - A series	£14
Oil filter - spin on type	£4
Oil filter - spin on - 1996 on (PH4952)	£4
Oil filter element - early pre Spin On	£7

Dipsticks

	NOW FROM £8
Chrome - silver, red or blue top	£8
Paddy Hopkirk - black or red	£33
Cooper Dipsticks (5 Designs)	From £35

NOW FROM
£35

Crankshafts

Brand New 1275cc	£439
Reground by Mini Sport	
Full range, exchange	From £273
(Regrinds complete with bearings & thrust washers)	

over
20%
Power
Increase



	NOW FROM £214
HS4 Carb type	£214
HIF44 Carb type	£214
Mini van / pickup	From £221
Carb type - half kit no exhaust	From £144
Injection type - pipercross filter	£304
Injection type - K&N filter	From £339

Alloy Roller Rockers

1.3:1 Ratio	
1.5:1 Ratio	
1.7:1 Ratio	
1.3:1 - standard	
1.5:1 - uprated fast road	
1.7:1 - competition	

NOW ONLY
£194

Steel High Lift Rockers



ONLY
£331

Rocker Covers

	NOW FROM £29
Polished alloy	£29
Polished alloy - with cap	£41
Chrome plated steel - with cap	£29
Metro style polished alloy with cap	£39
Alloy with polished fins - blue or red	£38
Oil filler cap - chrome	£7
Oil filler cap - red original	£9
Oil filler cap - black original	£3
Rocker cover T bars - chrome (Pair)	£8
Rocker cover T bar kit - blue or red	£11
T bar fitting kit - silver, red or blue	£3

T-Bars FROM
£8



Polished alloy	£29
Polished alloy - with cap	£41
Chrome plated steel - with cap	£29
Metro style polished alloy with cap	£39
Alloy with polished fins - blue or red	£38
Oil filler cap - chrome	£7
Oil filler cap - red original	£9
Oil filler cap - black original	£3
Rocker cover T bars - chrome (Pair)	£8
Rocker cover T bar kit - blue or red	£11
T bar fitting kit - silver, red or blue	£3

Stage 1 Tuning Kits



Developed to achieve significant power increase, improved acceleration and top speed with better fuel consumption, whilst still maintaining engine reliability.

Injection Tuning Kits

		from 35% Power Increase
850hp SPI Mini tuning kit, exchange	£1468	
900hp MPI Mini tuning kit, exchange	£1621	
John Cooper SPI tuning kits	£1960	
John Cooper MPI tuning kits	From £2250	

- Superflow Exhaust
- 1.5 roller tip rockers
- Performance airfilter • LCB manifold
- Head Gasket Set • NGK spark plugs

Special Mini Tools

Windscreen locking strip fitting tool	£12
Suspension cone tool METRIC or UNF	£26
Piston ring compression tool 45-75mm	£15
Valve spring compressor tool	£25
Flywheel puller - heavy duty	£27
Socket - flywheel bolt & ball joint nut	£39
Brake shoe adjusting spanner	£9
Ball joint separator tool scissor type	£29
Ball joint separator tool puller type	£16
Feeler gauge set (imperial)	£10
Brake hose clamp tool	£8
Engine mounting bolt fitting tool	£14
Clutch clevis pin fitting tool	£13

Gunson

Carbalancer	£27
Colourtune kit - test fuel/air mixture	£38
Eezibleed - one man bleed - brake/clutch	£34

Gunson Special Tools

Carbalancer - balances twin carbs	£27
Colourtune kit - test fuel/air mixture	£38
Eezibleed - one man bleed - brake/clutch	£34

Camshafts & Kits

Kent cams	
Kent cams camshaft only	From £199
Kent cams camshaft kits	From £257

Oil Pumps

Slot drive 1275cc	£15
Slot drive 998cc	£16
Slot drive turbo	£38
Spider drive 1275	£16
Peg drive 850/1000/1100cc	£16
Oil pressure release valve & spring	£3
Oil pressure switch - standard	£4

Timing

Simplex set	£24
Duplex set	£32
Lightened duplex set	£49
Light vernier duplex set	£103
Kent vernier timing std	£164
Timing Disc	£12

Pistons

Prices include - Set (4) pistons, rings and gudgeon pins.	
998cc Dish - circlip fit	From £282
1380cc Powermax 73.5mm	Set £311
1275cc Slipper high comp	From £225

Gaskets, Sets & Seals

Engine full set	From £11
Gearbox set - all Minis	£9
Head full set	From £10
Copper head gaskets	From £9
Manifold gaskets	From £1.19

Gearboxes

Completely reconditioned in our workshops. The casing is chemically cleaned & then fully rebuilt with new bearings, shafts & baulk rings	
Reconditioned 4 speed (exchange)	From £799
Straight cut 4 speed (exchange)	From £1671

S/C Gear Kits

Superior quality material, incorporating original special tuning gear ratios.	
S/C C/R 4 synchro gear kit	From £479
S/C C/R drop gear kit	£217

Gearbox Repair

Bearing Kits - by Mini Sport; contains all bearings to re-condition gearbox	From £82
Reconditioning kits - by Mini Sport contains all parts for reconditioning	From £218

4 Pinion Diff

Pot joint type	£253
Rubber coupling type	£253
Equal length driveshafts kit (Hardy Spicer)	£576
NOW FROM	£253

Oil Pipe & Mag Trap

Protects the engine from any metal particles which may be in the oil	
Magnetic oil trap kit	£20
Centre oil pick-up pipe	£27
Baffle tray for Mini rod change gearbox	£21

Essential for all fast road & competition Minis

Gearbox Steady Kits

By Mini Sport right or left side	
From only	£17

Quickshift

NOW FROM	£31
Rod change type	£31
Remote change type	£31



ORDERING IS EASY!



EVERYTHING REDUCED
ONLINE | IN STORE | BY PHONE

OVER 9000 Products available online at Great Prices!

minisport.com

Optimised for Mobile....



Clutch Parts



Clutch arm - pre verto £44
Veto clutch arm £32



NOW FROM **£13**

Competition diaphragm - grey or orange £92
Pressure plate - recon (exchange) £65
Pressure plate - lightened steel £86
Flexible hose standard From £5
Release bearing - tall £7
Release bearing - veto £7
Slave cylinder £113
Slave cylinder (veto) £28
Master cylinder - late type, plastic £52
Master cylinder - early type, metal £72
Clutch oil seal - orange rubber From £2
Clutch housing breather - 89on £20
Clutch throwout plunger - veto £13
Clutch throwout plunger £10

Clutch Kits



Pre veto kit - standard up to '82 £69
Cooper carburettor - veto standard £99
Cooper injection SPI or MPI £99
Veto flywheel bolt £7
Veto flywheel keyplate £9

Clutch Plates



Mini clutch plate (S) £37
Competition clutch plate £110
Veto clutch plate £45
Sintered metallic full race £220

Flywheels



4.154 Kgs 4.432 Kgs 4.028 Kgs
Mini Sport Ultra Light 1 piece steel billet flywheels - available in 3 weights to suit
Pre-engaged type £138
Inertia type £133

Genuine Flywheel Housing



Genuine Rover Flywheel housing A+ and injection £184
Housing end cover £106
NOW ONLY **£184**

Fuel Tanks



NOW FROM **£172**
SPI - Non Genuine £183
MPI - Non Genuine £183
74-90 Saloon 7.5 Gallon - Non Genuine £172

Cooling



NOW FROM **£66**

Radiators
Alloy 2 core From £99
4 Core uprated £146
2 Core injection uprated £154
2 Core uprated £132
Cooper 'S'/GT £66
Mini SPI £120
Mini MPI £80
Expansion tank - MPI £69
Expansion tank cap - MPI £4
Cooper S top rad bracket £8
Thermostats From £3
Thermo blanking sleeve £6
Radiator caps (7-15lbs) From £3
Hoses From £3



Fans/Belts
11 Blade plastic fan £13
6 Blade steel fan, yellow £43
Fan belts From £4



Water pumps A or A+ high capacity £15
MPI water pump £16



Heater Valves
Cylinder head Mounted valve £18
Inline valve (1990-96) £28
Inline valve MPI (97on) £28



Heater Matrix
Mk 1 & 2 '59-'69 £77
Mk 3 '70-'84 £48
Mk 4 '84-'90 £46
Mk 5 '91-'01 £60



Oil Coolers
13 row element From £36
Mini/Cooper S kit £92
Mini Clubman kit £100
Mini MPI kit From £150

Silicone Hose Kits



Red, Blue or Black
NOW FROM **£79**
Silicone hose kit 850/998/1098 From £79
Silicone hose kits Cooper S/1275 From £79
Samco silicone hose kits From £101

Alternators & Starters



16/17ACR pre '80 (NEW) £50
45 Amp '80-'85 (exchange) £71
55 Amp '85-'96 (exchange) £54
70 Amp '85-'96 inc SPI (NEW) £66
MPI 97-'01 (NEW) £98
Dynamo - (NEW) £65
Pre engaged type - (NEW) £76
Inertia type - (NEW) £58

Powerlite Electrical



NOW FROM **£172**

Dynalite Alternator that looks like a C40 Dynamo - Negative Earth £415
Positive Earth £485
Dummy control box for Dynalite alternator £62
Powerlite
Hi torque inertia starter 1Kw £172
Slimline inertia starter 1.6Kw £242
Hi torque pre-engaged starter motor 1Kw £186
Lightweight alternator £238
Adaptor alternator to Lucas plug £29

Distributors



NOW FROM **£34**

Fast road yellow From £132
Fast road yellow electronic £265
Fast road yellow vacuum adv From £163
Competition red From £155
230 Distributor - points £44
250 Distributor - points £45
250 Distributor - electronic £71
450 Distributor - points From £34
450 Distributor - electronic £68
590 Distributor - points £42
590 Distributor - electronic £69
650 Distributor - electronic £89
Red Rotor Arms
2304 & 2504 type distributors £6
4504 & 5904 type distributors £6

Ignition Parts



Ignition switch Mk4 on £43
Ignition switch MPI £64
Lucas sports coil £23
Silicone plug lead set - black, red, blue, green, yellow



NOW FROM **£9**
- up to '96 From £9
- MPI set From £16
Flame thrower coil From £64
Ignitor - electronic ignition Fr. £127
Electronic Ignition System

Standard Exhausts



NOW FROM **£36**
Mini HF38 carb single downpipe £36
MPI & SPI downpipe £49
998/1275 single box system £45
998/1275 twin box system £61
Mini van/estate twin box system £67
Mini carb injection 92-01 £55
Mini carb cat models 90-91 £92

Carburettors



Single SU Carburettors from **£335**

Twin SU Carburettor Kits:
Includes carbs, inlet manifold, linkages & filters
1 1/4" HS2 £992
1 1/2" HS4 £995
Inlet Manifolds:
Single HS4/HS6/HF38/HF44 water heated £42
Twin 1 1/4" HS2 £97
Twin 1 1/2" HS4 £96

WEBER

40 - 45 DCOE
Weber carburettor £429
40 - 45 DCOE Weber kit £683

Air Filters



Airfilter
1 1/4" HS2 Mini Sport PiperX K&N £100
1 1/2" HS4 cone £33 £34 £37
HF44 cone £33 £41 £91
Carb element - £43
Injection element - £36 £42
SPI induction kit - £71 £97
MPI induction kit - £71 £120

FACET Fuelling



Solid State Electric Fuel Pumps
Road kit £54
Fast road kit £54
Competition kit £56
Interupter Electric Fuel Pumps
Silver top road kit £93
Silver top comp. kit £95
Red top comp. kit £98



Filter King & Petrol King
Glass bowl 67mm £50
Alloy bowl 67mm £51
Glass bowl 85mm From £54
Petrol king pressure reg £50

Garage Services



10% OFF
Garage Labour Costs
Valid until Spring 2020

LCB Manifolds



NOW FROM **£55**
Mini Sport LCB £55
Manifold superior LCB £81
Manifold stage 2 LCB £110
Manifold large bore LCB £209
Manifold catalyst LCB (injection) £106
Manifold stainless LCB £200
Manifold carb cat LCB inc link pipe £130
Manifold injection LCB inc link pipe £146
Manifold large bore 3 into 1 £274

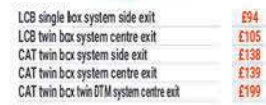
Exhausts



MANIFLOW LCB SINGLE **£94**



CAT TWIN BOX **£139**



TWIN DTM **£199**

LCB single box system side exit £94
LCB twin box system centre exit £105
CAT twin box system side exit £138
CAT twin box system centre exit £139
CAT twin box twin DTM system centre exit £199



Superflow exhaust systems designed for ultimate gas flow, increase power yet a low noise level.
Side exit, LCB £77
Centre exit, LCB £77
Side exit, Van, estate £84
Side exit, catalytic £84
Centre exit, catalytic £84
NOW FROM **£77**



Full range of quality exhaust systems and silencers.
NOW FROM **£56**
Single box system £68
Twin box system £76
Rear silencer £56



2" Centre Exit
NOW FROM **£82**
Single box system £100
Twin box system £109
Rear silencer £82



3" Side Exit
NOW FROM **£68**
Single box system £76
Twin box system £86
Rear silencer £68



2" Twin Centre
NOW FROM **£76**
Single box system £92
Twin box system £98
Rear silencer £76



Superior mirror polished stainless exhausts with lifetime warranty.
Twin DTM
Twin DTM CAT system £204
Twin DTM LCB system £226
3" side CAT system £165
3" side LCB system £188



3" Side Exit

Catalytic Converter



Catalytic converter £69
NOW ONLY **£69**

Words and Photography Jon Cass

STING IN THE TAIL

As 60th birthday presents go, a 1967 Wolseley Hornet is an unusual choice, but it was the perfect gift for Tina Riordan.

Despite not learning to drive until the age of 32, Tina Riordan has made up for lost time when it comes to the varied world of modified classic cars. Her husband Chris happens to be heavily involved in various motorsports. "Tina supported me during my many days spent drag racing, hill climbing and taking part in sprints and trackdays," Chris explains, "it was great to see her becoming as keen as I was and more involved." A motley selection of cars passed through Tina's hands, many of which could now be described as classics, including a 2.0 MkII Escort, 2.0 Capri, a Cavalier SRi and a Mazda MX5 to name but a few.

"In 2003 I came across a blue BMW MINI Cooper for sale on a forecourt," Tina recalls, "that started my love affair with the MINI brand." Since then, she's gone on to own numerous Coopers, roadsters and cabriolets and has recently placed an order for a JCW Countryman. "Although I loved the BMW MINIs, I always had the ambition to own and ➔





HOT HORNET

The planned bucket seats and rollcage made way for Newton Commercial trim.



More power, but of a different kind...



Cooper steels hidden behind Hornet trims.

"Just something that looked cool and unmistakably a classic"

run a classic car for myself one day and as my 60th birthday was coming up, this sounded like the ideal time," Tina confesses, "I wasn't too bothered about it being particularly fast, just something that looked cool and was without doubt, unmistakably a classic."

A number of models were researched and viewed including a Morris Minor traveller, an Austin A34, A40 and even a Series 1 Land Rover, but none of these seemed to hit the mark. "After trawling through a classic car internet site, I came across a 'little car' that I assumed was a Mini that had been modified," Tina

smiles, "it took me back to driving my sister's first car, which was a mini Clubman." The description of the mystery 'little car' revealed it to be a Wolseley Hornet MkIII which had been subjected to a full nut and bolt restoration with numerous Mini Cooper S parts involved too.

Tina immediately arranged to view the Hornet and it was love at first sight even before she had driven the car. "It looked superb in Old English White with a Trafalgar Blue roof and had a chunky appearance on its Cooper S steel rims with modified chrome Wolseley hub

caps," Tina points out, "The test drive was a different matter, no power steering, but a large spindly steering wheel, no servo assisted brakes and no synchro on second gear." On the plus side, the Wolseley did have a 1380 engine with Cooper S 7.5 inch disc brakes on the front and Minifins at the back, so with a little patience, driving the car became easier.

Speaking to the vendor revealed the

Hornet is a proper sleeper - only the enthusiast will notice the lowered suspension and wider rims.



Hornet to have led quite a varied life. Originally sold on the 1st August 1968, the original owner had been Reverend Bishton in Ilford who'd kept the car as his daily driver up until 1991. The Hornet was then sold to its second keeper in Kent, eventually being taken off the road in 1995, even back then it would have been a rare sight. "It was put into storage for the next 11 years and had only covered 52,000 mile by that stage," Tina explains, "The previous owner, Mr Savage based in Scunthorpe bought the car in 2006 with the intention of rebuilding it into a classic rally car." Despite remaining in apparently good condition, the Hornet

was stripped down to expose any hidden rust. It had survived reasonably well, though various new panels including floors, sills and A-panels were required, all these being sourced and supplied by M Machine. The remainder of the shell had survived the ravages of time well, just requiring cosmetic attention before paint.

RUNNING GEAR

Turning attention to the underside, the subframes were cleaned, repainted and new wheel bearings, fuel and brake pipes attached along with flexible pipes. As the Hornet was destined to become a classic rally car, the suspension was

Tina fell for the Hornet at first sight.



HOT HORNET

Hornet's good looks are down to many new panels and a respray in Old English White and Trafalgar Blue.



TECH SPEC

BODY Standard 1967 Wolseley Hornet with Old English White and Trafalgar Blue paintwork.

ENGINE 1275cc A-series overbored to 1380cc, big valve head, HIF 44 carb, electronic distributor/ ignition, Manifold LCB manifold and single silencer exhaust, DEl heat wrap, anti run on valve, Viper coil.

SUSPENSION Koni Classic shock absorbers, Hi-Los.

TRANSMISSION Standard four-speed box.

BRAKES Mini Cooper S 7.5 inch front discs, Mini Cooper S rear drums, braided hoses.

WHEELS AND TYRES Mini Cooper S steel wheels with modified Wolseley hub caps, Falken 165/70/10 tyres.

INTERIOR New headlining, recovered seats (Newton Commercial), new carpets, subframes refurbished and painted, new dash panel, under dash power source plug, electronic speedo.

upgraded to Koni classic shock absorbers along with Hi-Los, while Cooper S 7.5 inch front discs and rear drums improve the stopping power. They then decided to replace the original low mileage A-series with a more potent 1275 overbored to 1380cc along with a large valve head and



"Mr Savage realised this car was now becoming far too nice..."

HIF44 carb to match. As work progressed, Mr Savage realised this car was now becoming far too nice to be thrown around mud and gravel stages and the rebuild suddenly took a significant change of direction!

Instead of the planned bucket seats and rollcage, the interior was restored back to standard road going specification, rallying duties were now firmly off the list. A new headlining and carpets were supplied from Newton Commercial and the original seats have been retrimmed by the same respected specialists too. Although, the end result wasn't quite what Mr Savage had in mind when he

first bought the Hornet, he was more than happy with how the car turned out and timed it just right for Tina's 60th!

"The journey back home was around 50 miles so I got a good feel for the car after a short while," Tina recalls, "the improved engine, suspension and brakes made it a real pleasure to drive and appreciative looks from other drivers had me smiling from ear to ear."

NEW LOOK

Although Mr Savage had carried out a great job when it came to the Hornet's restoration, Tina and Chris couldn't resist adding their own personal mark on the



Classic looks but plenty of poke - 1380cc, big valve head and HIF44 just the start.




car. "We've replaced the exhaust with a Manifold LCB manifold and a single box side exit silencer," Chris points out, "it's not too loud, but still sounds throaty and provides a freer flow for the gasses." To reduce engine bay temperatures, the LCB has been wrapped in DEI heat wrap and an improved heat shield added to protect the carb from the exhaust, while an anti-run off valve has been discreetly fitted too. Other logical changes include swapping to electronic ignition along with fitting a Viper coil, both supplied by Powerspark. "We've added a few improvements to the interior too, fitting an under-dash power source plug, a new



dash panel and a discreet electronic speedo," Chris adds. Ironically any tuning and servicing have been provided by Watsons of Horbury, a well-established company, famed for rallying historic Minis. "I drive the Hornet as much as I can during the warmer months and its picked up a few prizes at local shows," Tina smiles, "it's a car I'd now never sell

and I can't wait until spring again."

Now that Tina has finally achieved her goal of owning her ideal classic car, she's now looking towards realising her next ambition. "I'd love to drive a steam powered traction engine and I'm on the look out for a Massey Ferguson 135 tractor," she tells us. And no, we weren't predicting that either! 



GET YOUR MOTOR RUNNING

The future of motorsport to be debated at Autosport International

As Autosport celebrates its 70th year, anticipation is high for Autosport International and it has been confirmed that F1 race winner Charles Leclerc will be the star guest. As part of the proceedings, high-profile leaders from across the world of motorsport will come together to discuss the future of motorsport in the Motorsport Leaders Business Forum.

The Motorsport Leaders Business Forum will make up part of the Autosport Business Forum during the show's second trade day on Friday, 10 January at Birmingham's NEC. For its second year as part of Europe's largest motorsport show, it will consist of two primary sessions along with other events hosted and moderated by Motorsport Network President James Allen.

While the Motorsport Leaders Business Forum will take place on one of Autosport International's trade days, the show opens to the public on Saturday 11 January and Sunday 12 January, when motorsport fans can experience a wide variety of exhibits and displays from different disciplines.

More information and ticket details can be found on the show's website: www.autosportinternational.com.

MUSEUM PIECES

Incredible online BL catalogue unveiled at the BMM

■ The British Motor Museum's Archive has unveiled an online catalogue for their Archives Revealed project, entitled 'The Art of Selling'. The unique collection of Sales and Press Material originating from British Leyland and their competitors at home and abroad has been catalogued thanks to funding from The National Archives, The Pilgrims Trust, The Wolfson Foundation and The Foyle Foundation.

In June 2018 £30K was awarded, to pay for the employment of an archivist, Katie Finn, to sort and catalogue the collection, training volunteers to work on the collection and on future new projects, as well as archive materials to rehouse the documents. Work on the project began in

Autumn 2018 and so far as taken well over 3,000 hours to complete. Over 500 boxes have been sorted and nearly 16,500 items have been catalogued, with another 5000 items to be added in 2020.

Charlotte Gallant, Archivist at the British Motor Museum said, "We are delighted to unveil 'The Art of Selling' after 14 months of intensive, time-consuming but very rewarding work. This wide ranging collection includes everything from original drafts of press releases on a new vehicle, to the marketing and selling of a car along with maps, posters, dealer information and much more."

For the first time the public will be able to browse the catalogue online on the



National Archives database 'Discovery' www.discovery.nationalarchives.gov.uk where people can search for a particular marque or model. Anyone interested in viewing the material in person can book an appointment at the Museum's Reading Room and request which documents they would like to look at.

For more information about the British Motor Museum and it's Archive (British Motor Industry Heritage Trust) visit www.britishmotormuseum.co.uk/archive



COME INTO POWER

The new MINI Cooper SE to launch in Spring

■ The rise of the zero emission vehicle continues with the new all-electric MINI Cooper SE which will hit the road in Spring 2020, priced from £24,400 on the road. Almost noiseless, the new car is powered by a 135 kW/184 hp electric motor which will offer lively performance. To aid handling, the high-voltage battery is located deep in the underbody and so shifts the vehicle's centre of gravity down considerably. And the hallmark suspension set-up also contributes to the fact that electric mobility goes hand in hand with the typical MINI go-kart feeling for the very first time.

The new MINI Cooper SE accelerates from zero to 60 km/h in 3.9 seconds and from a standstill to 100 km/h in 7.3 seconds. In addition to its agile handling characteristics, its unmistakable features

include an extensive range of standard equipment, high tech model-specific display and control elements as well as two-stage brake energy recuperation that can be configured using a toggle switch. With a range of 150 to 170 miles, the MINI Cooper SE should not only be well suited to greener urban motoring, but also for those slightly longer out-of-town journeys.



PARTY ON!

H Café Mini Meet's Christmas shindig

■ A wonderful time was had by all at the H Café annual festive party. Ray Smith runs the Mini Meets and, along with his wife Margaret, organised the Christmas party and raffle. The raffle was in aid of Guide Dogs for the Blind and raised £165.

Amongst the prizes were tickets for two people for a tour of MINI Plant Oxford donated by the Plant. Colin Woodage's MkII Morris Cooper won the best decorated Mini prize for the fourth year in a row! The H café Mini Meet happens on the second Thursday of the month – for more details, find them at www.facebook.com/groups/hcafeminimeet



Pic by Anthony Hazledon Photography

LOVE OF MY LIFE

Jason and Syreeta's Mini wedding

■ "I married the love of my life, Syreeta Mitchell on the 21st September 2019. We had the most fantastic day and were blessed by enjoying what ended up being the last day of summer. Thank you Syreeta for your unwavering support." Jason has owned Minis since 1995, his first being a Mini Minus which he still owns today. He also has a Hawk Minisprint and an Almond Green 1962 MkI which was his wedding car and sports a 1310 Rotrex Supercharged engine. The kit was supplied by Specialist Components and the conversion undertaken by Alex at The Car Kitchen.



MODDED MINIS MAKE THE CUT

Revving Red Carpet announce shortlist - now it's your chance to vote

Judges in January's Performance & Tuning Car Show 2020 customisation competition - Revving Red Carpet - have announced their top 20 tuned cars of 2020 and three Minis have made the cut! Nick Shaw with his Mini Clubman, Matthew Merrick with his Mini R56 JCW and James Legg with Rover Mini Cooper Sports Pack. Each of the top 20 cars showed a high quality

of customisation and creativity along with a unique mechanical style.

The Revving Red Carpet judges - the Director of the Automotive Lifestyle brand SlammedUK, Jordan Clarke, Coventry based car meet 'Dub Club' organiser Ian Cook and Liberty Walk Director, James Pearman analysed each of the top 100 to narrow down to the top 20 of 2020.

The finalists will now go into a public vote across the Performance & Tuning Car show social media channels allowing tuning and automotive fans the opportunity to decide their top five modified vehicles.

To vote in the top 20 visit the Performance & Tuning Car show social media channels Twitter, Facebook and Instagram or visit the Autosport International website. 

PERFORMANCE & TUNING CAR SHOW 2020

The Performance & Tuning Car Show 2020 takes place at the NEC, Birmingham, on January 11 and 12, 2020, and is a unique event for enthusiasts of high-end modification and tuning. Purchase your tickets: <https://www.autosportinternational.com/tickets/>



RetroSport

Billet Aluminium

Oil Filler Cap



- Replaces the standard plastic cap
- Fits pressed steel and most alloy rocker covers
- Incorporates a proper mesh breather
- Unique seal allows easy alignment of logo
- Designed and machined in the UK

£48 Incl vat

Available in 5 colours:

Black, Blue, Polished, Red and Silver



www.dsnclassics.co.uk

Tel: 01953 455551

sales@dsnclassics.co.uk

S-CAN 3D Ltd, Bunns Bank Ind. Est. Attleborough, NR17 1QD, United Kingdom



Mini Se7en - Highly-tuned 998cc engines, straight-cut dog 'boxes, 10x5" Minilite/GB wheels, Dunlop treaded tyres, modified subframes and uprated suspension, Cooper S disc brakes. The original formula.



Mini Miglia - Highly-tuned 1275cc engines, straight-cut dog 'boxes, 10x7" split-rim wheels, Dunlop slick tyres, Ohlins dampers, regulation Yellow Spot cones, four-pot brakes. The pinnacle of Mini circuit racing.



Mini Se7en S-Class - Lightly-tuned 1275cc engines, steel-body dampers, similar running gear to Mini Se7en, standard pedal boxes. The entry-level championship for DIY Mini enthusiasts.



Mini Libre - Unlimited A-Series engines, 10" wheels and slick tyres, highly-modified suspension and brakes, join the Mini Miglia grid with your existing trackday or competition Mini. The open class.



JANUARY SALE

NOW ON!

6 ISSUE JUST £19.99 PLUS COLLECTORS' EDITION BOOKAZINE!



SAVE 33%

JUST £19.99



SAVE 33%

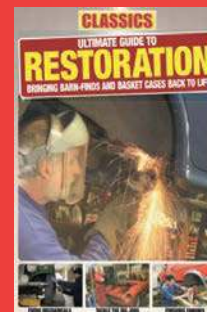
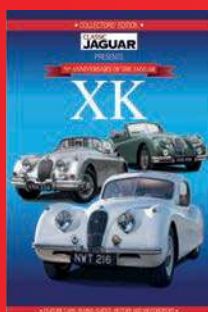
JUST £19.99



SAVE 33%

JUST £19.99

CHOOSE YOUR COLLECTORS' EDITION BOOKAZINE!*



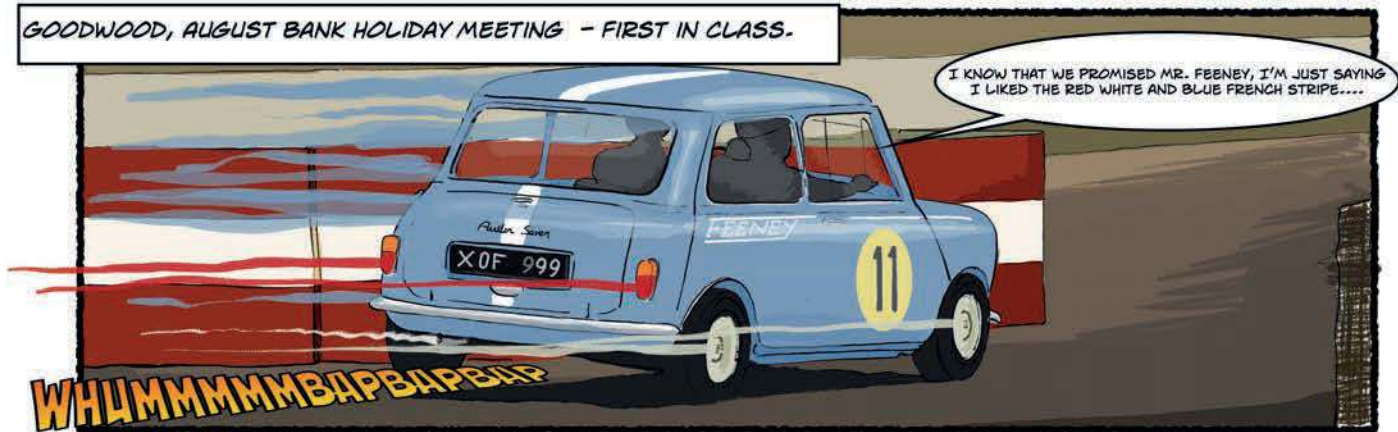
*SELECTED BOOKINES AVAILABLE WITH THIS PROMOTION

ONLINE: SHOP.KELSEY.CO.UK/JS20

CALL US: 01959 543747 AND QUOTE OFFER CODE: JS20

(OPEN MON - FRI 8.30AM - 5.30PM. CALLS ARE CHARGED AT STANDARD NETWORK RATE)

GOODWOOD, AUGUST BANK HOLIDAY MEETING - FIRST IN CLASS.



RUBERY & OWEN

Will Finn



JACK? BRUCE? WHO ARE THOSE BOYS BEATING THE BIG SALOONS IN THAT LITTLE SHOEBOX AUSTIN?

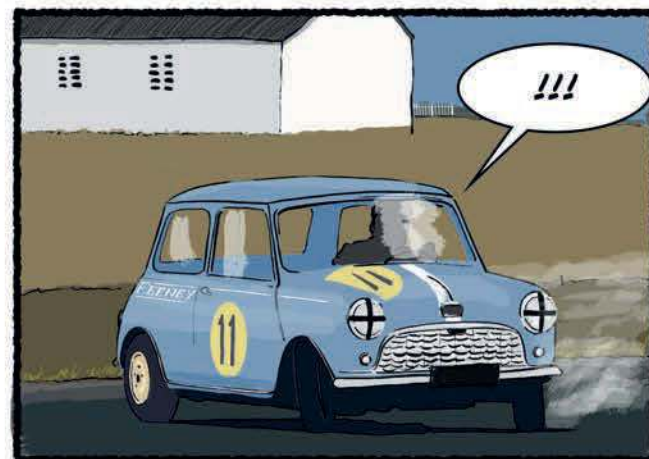


DUNNO JOHN MATE, BUT I DO KNOW THAT'S THE NEW MINI. ROY SALVADORI'S JUST BOUGHT ONE - RECKONS IT'S GLUED TO THE ROAD...



NICE JOB OUT THERE BOYS. DO YOU MIND IF I TAKE A LOOK AT YOUR CAR? JOHN COOPER, BY THE WAY - PLEASSED TO MEET YOU.

WE KNOW WHO YOU ARE MR. COOPER! TAKE IT FOR A LAP AND SEE WHAT YOU THINK...



THE OLD MAN'S ENJOYING HIMSELF OUT THERE. IF HE EVER BRINGS IT BACK I'D LIKE A SPIN.

I'LL GO AFTER JACK!



Photography Matt Barrington

A TOUR DE FORCE

Mini Seven Racing will return to Brands to support DTM Racers

The Mini 7 Racing Club will once again be featuring at the DTM (German touring cars) weekend at Brands Hatch next season - pretty big news for the Mini. The club thought it would be a one-off in 2019 for the 60th but it turns out that the organisers enjoyed it so much they want them back.


Achim Kostron, Managing Director ITR GmbH: "The DTM weekend at Brands Hatch is one of the highlights of our season. Almost all the DTM drivers cite the classic Grand Prix layout as their favourite circuit of the year, and the racing is always

thrilling and unrelenting. For 2019, it was fantastic to welcome the Mini Racing Club onto the support package – and their huge fields and close, frantic racing definitely entertained the crowds across the weekend. It's fantastic to be able to welcome them back again for 2020, and we look forward to putting on another spectacular weekend at Brands on August 22nd and 23rd."

The undulating track in rural Kent is unmistakable with corners like Paddock Hill Bend, Druids and Clearways and fast sections of the Grand Prix loop twisting

through the forest, making it a unique challenge for the drivers.

For spectators, it's always a popular choice. If you arrive early enough, you can even park your car on the hill facing the track. Throughout the weekend, there are also autograph sessions where you can meet your idols (and take home a souvenir), pitwalks where you can get up close to the mechanics at work and popular singers and top DJs taking to the stage on the Saturday night.

Find out more about the DTM events on their website: www.dtm.com 



The original and the best



A Great British brand since 1948



The current products range from wing and door mirrors to wiper arms, blades and related accessories, all of which are as supplied to the aftermarket for British cars in the '50s, '60s and '70s. Tex were also fitted as original equipment to all British Leyland vehicles between 1974 and 1983



MOTORING CLASSICS

THE RETAIL ARM OF BRITISH MOTOR HERITAGE

WING & DOOR MIRRORS, WIPER ARMS, BLADES & ACCESSORIES

Available at www.motoringclassics.co.uk

PILOTI



MINTEX

Model wearing: Meistersinger Abingdon - MG watch | MG-branded sweatshirt



Photography Matthew Barrington

EVEN MORE FOR 2020

Another bumper sporting year ahead

Organising bodies have been releasing dates for 2020, and it looks like being an exciting year for Mini motorsport fans.

The Mini Seven Racing Club is now in its 56th year of racing and celebrating the half-century of Mini Miglia, next season will consist of a 15 round National championship and the renamed O-Plate Winter Challenge to bookend the season over two weekends.

For rally fans, details of the 2020 FUCHS Lubricants Motorsport UK British Historic Rally Championship have been revealed. The schedule grows from seven rounds in 2019 to

eight events in 2020, and will include five gravel events and three asphalt events, including two major closed-road rallies.

New to the schedule is the Jim Clark Rally in May, which returns to the calendar after a break and offers outstanding closed-road stages in the Scottish borders.

Dates are yet to be finalised for the Mini Sport cup, but the provisional events look to bring Mini-based rally action to all four corners of the country.

We'll be bringing you all of the reports in Mini Magazine over the coming year. 

CONTACTS

Mini Se7en Racing Club
www.mini7.co.uk

Historic Rally Car Register
For news of the Mini Sport Cup and other championships, visit: www.hrcr.co.uk

Fuchs Lubricants Historic Rally Challenge
racrmc.org

MINI SPORT CUP 2020 PROVISIONAL DATES

DATE	EVENT	LOCATION
14th March	Jaspers bakery david owen historic stages	Weston Park, Shropshire
3rd May	Dixies historic challenge	Epynt Military Ranges
14th June	Flying fortress stages	Kettering
5th July	Brawdy stages	Haverfordwest
26th July	Harry flatters	Epynt
4th.5th September	Tour of flanders	Belgium
27th September	Cheviot stages	Cheviot, Northumberland
17th October	Wyedean stages	Forest of Dean, Gloucestershire

2020 DUNLOP NATIONAL MINI CHALLENGE SUPPORTED BY MINI SPARES

DATE	ROUNDS	RACE CIRCUIT	ORGANISER
April 25th & 26th	1 & 2	Croft	DDMC
May 10th (Sunday)	3 & 4	Donington Park	BARC
June 13th & 14th	5 & 6	Silverstone Historic GP	MGCC (MG Live)
July 3rd, 4th and 5th	7, 8 & 9	Zandvoort GP	CPZ (British Race Festival)
August 8th & 9th	10 & 11	Brands Hatch	MSV (Mini Festival)
August 22nd & 23rd	12 & 13	Brands Hatch GP	ITR (DTM support)
October 3rd and 4th	14 & 15	Castle Combe	CCRC (Autumn Classic)

2020 DUNLOP O-PLATE WINTER CHALLENGE SUPPORTED BY MINI SPARES

DATE	ROUNDS	RACE CIRCUIT	ORGANISER
March 21st & 22nd	1, 2 & 3	Silverstone National	BARC
November 14th & 15th	4, 5 & 6	Brands Hatch	BARC (Includes Night Race)

2020 BRITISH HISTORIC RALLY CHAMPIONSHIP CALENDAR

DATE	EVENT
March 28	Rally North Wales
April 25	Kielder Forest Rally
May 29/30	Jim Clark Rally
June 14	Red Kite Stages
July 26	Harry Flatters Rally
August 22	Ulster Rally
September 25/26	Trackrod Rally
October 24	Carlisle Stages

Note: dates are subject to Motorsport UK approval.

DON'T MISS OUR NEW CATALOGUE AVAILABLE NOW!



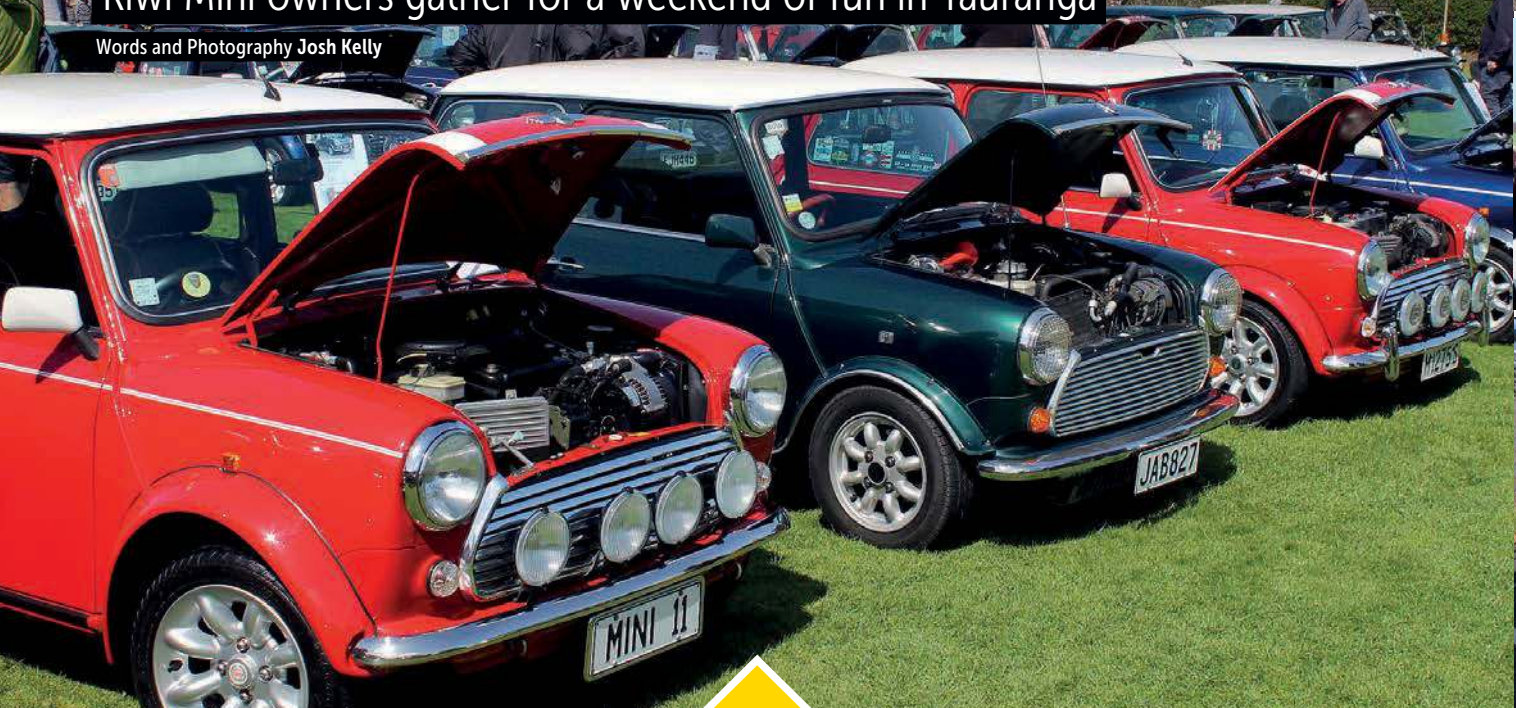
0|580 89|309 - 0|580 448007 - 0|580 4480|7

SHOW REPORT

NEW ZEALAND MINI NATIONALS

Kiwi Mini owners gather for a weekend of fun in Tauranga

Words and Photography Josh Kelly



During Labour weekend, which fell on 25-27 October, Minis from all over New Zealand converged on Tauranga for the 25th Mini Nationals, hosted by Tauranga Mini Owners Club Inc.

Based at Hotel Armitage, registration and socialising at the hotel were on Friday night. This was also an opportunity to view Denny Hulme's 1960 Mini which was on loan from the Hulme family and on display in the hotel lobby. The

carpark had a wash bay set up specifically for Minis where plenty of owners took advantage to get cars prepared for the Show and Shine. Minis taking part in Sunday's hillclimb, were also scrutineered at PF Automotive.

On Saturday morning 224 Minis entered into the Show and Shine; a record for the Nationals. The show was held at the Cliff Road carpark, only a block away from the hotel. All sorts of Minis were entered into 10 classes – ranging from MkI

Cooper S's, daily drivers, brand new BMW MINIs and even very rare and special cars too. The ever-popular rocker cover racing featured again, which provided lots of laughs with plenty of well-decorated rocker covers entered.

The Navigation Trial was held on Saturday afternoon. The format for this year was different to every other Nationals as it was organised as a "Scatter Run". Participants were given a map of the Tauranga area showing

numbered locations and a list of clues. The goal was to obtain as many points as possible within two and a half hours by visiting the various locations. GPS definitely helped as locations that were furthest away gained more points. All afternoon there were Minis heading in every direction, trying to obtain as many points as possible.

On Saturday night, a 60th birthday party was held for the Mini. This featured a tricky Mini knowledge quiz and an





amazing Mini-shaped cake.


Sunday morning had two different events happening. For the racers there was a hillclimb organised by Motorsport Bay of Plenty. That event wasn't exclusive to Minis, but 22 Minis took part in classes dependant on their CC rating. A number were purpose-built race cars. For the ones that didn't race there was a "funkhana". This is a light-hearted competition which involves a driver and passenger completing tasks that involved

driver skill, teamwork and definitely a sense of humour. There were four tasks in total, which all looked a lot easier than they were.

On Sunday afternoon, the cars regrouped for a Regional Tour. As there were so many cars taking part, this was split into two groups. This traversed many great Mini roads and some of the landmarks that the Tauranga area is famous for. The day rounded out with a prizegiving dinner, which as always is a fun night.

On Monday and Tuesday after most participants had left, an opportunity was given for a couple of extra "Stay in the Bay" runs, taking in more of the region.

The 26th New Zealand Mini Nationals will be held in Christchurch, hosted by the Canterbury Mini Car Club from 23-26 October 2020.

It's always great to hear from Mini owners from around the world. If you're organising a meet, please get in touch. 





Bull Motif

The perfect place to find all your Classic Mini Spares and Parts

Mini Spares



PARTS AND ACCESSORIES FOR THE CLASSIC MINI FROM 1959 – 2000

WE STOCK ALL HERITAGE MINI PARTS

MANUFACTURER – WHOLESALE – RETAILER

OPENING HOURS: MONDAY TO FRIDAY 9AM - 5PM - ONLINE 24HRS A DAY

UK AND WORLDWIDE MAIL ORDER

• TEL 01242 609598 - 4 LINES • FAX 01242 609061 • EMAIL info@bullmotifminispares.com

www.bullmotifminispares.com

BRITISH MOTOR HERITAGE APPROVED. SHOP ONLINE WITH OUR NEW EASY SEARCH FACILITY

STEERING & WHEEL BEARINGS

RHD STEERING RACK (NEW).....	65.94
TRACK-ROD END.....	3.98
TRACK-ROD END (ROVER).....	15.11
TRACK-ROD END (LONG).....	7.14
RACK GAITER KIT (EARLY 4.5" TYPE).....	8.34
RACK GAITER KIT (LATE 2 SIZES).....	
FRONT WHEEL BEARING KIT (DRUMS).....	13.74
FRONT WHEEL BEARING KIT (DISCS).....	13.74
FRONT WHEEL BEARING KIT (DISCS) TIMKEN.....	50.34
REAR WHEEL BEARING KIT (TO 96).....	14.10
REAR WHEEL BEARING KIT (TO 96) TIMKEN.....	45.54
REAR WHEEL BEARING KIT (MPI) TIMKEN.....	45.54



FUEL

ELECTRIC FUEL PUMP (SU).....	88.26
MECHANICAL FUEL PUMP.....	76.32
MECHANICAL FUEL PUMP (SU).....	76.32
MECHANICAL FUEL PUMP (SU).....	76.32
SALOON FUEL INJECTION (TO 96).....	287.00
SALOON FUEL INJECTION (MPI).....	343.13
VAN FUEL INJECTION (MPI).....	257.21
HS4 FUEL INJECTION (MPI).....	346.74
HS4 FUEL INJECTION (MPI).....	343.14
HS4 FUEL INJECTION (MPI).....	415.14
HS4 FUEL INJECTION (MPI).....	415.14
HS4 FUEL INJECTION (MPI).....	1260.00



HEADLAMPS

WIPAC QUADOPTICS (RHD) PAIR.....	40.20
WIPAC QUADOPTICS (LHD) PAIR.....	55.14
HALOGEN LIGHT UNIT (REPLACES SEALED BEAM).....	10.74
OUTER CHROME RIM.....	9.30
PLASTIC BOWL KIT.....	14.10



CARPETS

PREMIUM SET THICK PILE.....	FROM 98.34
NEWTON COMMERCIAL MOULDED SET.....	191.94

OIL PUMPS

PIN DRIVE (850-1100).....	16.74
PIN DRIVE (COOPER S).....	118.74
STAR DRIVE (1300).....	16.38
SLOT DRIVE (998 A+).....	15.54
SLOT DRIVE (1300 A+).....	16.74



SHOCK ABSORBERS (KYB)

STANDARD OIL.....	14.70
GAS.....	27.54
GAS-A-JUST.....	33.54



OIL COOLERS

10 ROW.....	41.94
13 ROW.....	29.94



ALTERNATORS

45AMP (69-80).....	43.14
70AMP (80-96).....	59.70
80 AMP (96-00).....	101.94



COOLING

RADIATOR (3-CORE) 59-91.....	61.80
RADIATOR (91-96) 1275CC.....	79.14
RADIATOR (MPI 96 ON).....	87.54



EXCLUSIVE MINI MAGAZINE OFFER:

4 X FALKEN 165/60X12 TYRES @ £187
FREE DELIVERY TO THE UK
QUOTE CODE Q0FF120



MINI TRAVELLER TIMBER

WE MANUFACTURE MINI TRAVELLER WOOD KITS – THE
BEST QUALITY ASH AVAILABLE.....£718.80



OVER 6000 PART NUMBERS NOW IN STOCK!

MOUNTNEY STEERING WHEELS IN STOCK



IGNITION

COIL (NON-BALLAST).....	15.54
COIL (BALLAST).....	17.94
COIL (ELECTRONIC IGN).....	21.60
COIL (MPI).....	60.00
SPORTS COIL (NON-BALLAST).....	23.94
SPORTS COIL (BALLAST).....	23.94
HT LEAD SET (SIDE-ENTRY CAP).....	10.74
HT LEAD SET (PUSH-ON TO 96).....	11.94
HT LEAD SET (MPI).....	13.14



BRAKES

MASTER CYLINDER (COOPER S METAL TANK).....	71.99
MASTER CYLINDER (DRUMS METAL TANK).....	72.00
MASTER CYLINDER (PLASTIC TANK).....	44.10
MASTER CYLINDER (DUAL CIRCUIT 85-88).....	72.90
MASTER CYLINDER (88 ON SERVO TYPE).....	83.94
8.4" SOLID DISC.....	10.99
7.5" COOPER S DISC.....	25.14
7" 997/998 COOPER DISC.....	47.94
VENTED DISC.....	17.40
SPACERED DRUM.....	14.52
PLAIN DRUM.....	11.16
MK1 COOPER S SERVO.....	356.34
MK2/3 'S' & GT SERVO KIT.....	187.14
CALLIPER (84 ON).....	58.74
CALLIPER (COOPER S) GENUINE.....	167.94

ALDON DISTRIBUTORS

100AY, 100AR.....	138.00
100AYP, 100ARP, 100AYV.....	162.00
40819 COOPER S.....	162.00



WIPERS

WIPER MOTOR DR3A MK1 (EXCHANGE).....	15.00
WIPER MOTOR MK2 ON (67-00).....	44.79
WIPER BLADE 10" TEX TYPE (STAINLESS).....	12.14
WIPER BLADE 11" TRICO TYPE.....	7.14

WINDSCREENS

FRONT CLEAR LAMINATED.....	37.14
FRONT TINTED LAMINATED.....	40.74
HEATED REAR SCREEN (CLEAR).....	70.92
FRONT BLUE TOP TINT LAMINATED.....	45.54
FRONT MPI TINTED LAMINATED.....	72.60
HEATED REAR SCREEN TINTED.....	68.34

MOUNTINGS

ENGINE (MANUAL).....	3.06
ENGINE (MANUAL WITH CAPTIVE NUT).....	3.78
ENGINE (AUTOMATIC LH).....	12.60
ENGINE (AUTOMATIC RH).....	23.40
FRONT SUBFRAME (FRONT).....	2.64
FRONT SUBFRAME (REAR).....	2.86
FRONT SUBFRAME TOWER (UPPER).....	3.55
FRONT SUBFRAME TOWER (LOWER).....	4.80

ALL MINI WIRING LOOMS NOW STOCKED

SUSPENSION

KNUCKLE JOINT (ALL REAR & FRONT TO 1990).....	3.12
KNUCKLE JOINT (FROM 1990 ON).....	24.60
BALL JOINTS (PAIR).....	6.18
TOP ARM REPAIR KIT.....	14.34
RADIUS ARM REPAIR KIT.....	9.90
NEW RADIUS ARM (DRY).....	310.64
RUBBER CONE.....	40.62
FRONT STRUT.....	37.80
TIE-ROD BUSH.....	0.72
LOWER ARM BUSH (64 ON).....	1.56



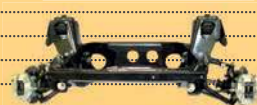
BODY SEALS

FRONT SCREEN (59-90).....	9.90
FRONT SCREEN (91-00).....	13.14
REAR SCREEN (67 ON).....	9.00
CHROME LOCKING STRAP.....	3.72
DOOR SEAL (59-69).....	10.50
DOOR SEAL (69-96).....	11.94
OPENING REAR LIGHT (59-69).....	6.60
OPENING REAR LIGHT (69 ON).....	7.68
FIXED REAR LIGHT (69 ON).....	10.74
BOOT LIP SEAL (59-88).....	10.08
BOOT LIP SEAL (88 ON).....	9.00
BODY SEAL KIT OF 7 (69-96).....	49.00
BODY SEAL KIT OF 7 (88 ON).....	49.00



HERITAGE BODY PANELS

MK1 INNER PANEL.....	79.52
MK1 OUTER PANEL.....	41.68
MK2 PANEL.....	25.64
FRONT WING (ROUND FRONT).....	116.03
FRONT WING (CLUBMAN).....	129.34
FULL SCUTTLE.....	152.68
FLOORBOARD COMPLETE.....	85.92
OUTER SILL (MK3 SALOON).....	45.80
DOOR SKIN (MK1 & MK3).....	97.72
MK1 BOOTLID.....	366.40
REAR SUBFRAME (WET).....	487.31
REAR SUBFRAME (DRY).....	487.31
FRONT PANEL (ROUND FRONT).....	213.72
FRONT PANEL (CLUBMAN COMPLETE).....	266.27
BONNET (CLUBMAN).....	195.26
BONNET (ROUND FRONT).....	201.52
FRONT SUBFRAME.....	519.35
REAR VALANCE.....	62.82
REAR PANEL (LOWER HALF).....	256.26



ALL MAGNUM BODY PANELS ALSO IN STOCK

SMITHS GAUGES NOW IN STOCK

STAINLESS STEEL BUMPERS AS ORIGINAL NOW IN STOCK £58.80

TYRES

145/80X10 FALKEN.....	39.90
145/70X12 FALKEN.....	36.90
165/60X12 FALKEN.....	49.14

MINI PAINT - WE STOCK ALL COLOURS IN AEROSOLS AND TOUCH UP PENCILS

SPECIAL OFFER FOR A LIMITED PERIOD ONLY
FREE UK DELIVERY ON MOST ORDERS – SEE ABOVE
WEBSITE ORDERS ONLY - SUBJECT TO POSTCODE
PLEASE CHECK WEBSITE

UNITS 5&6 ISBOURNE WAY, WINCHCOMBE, GLOUCESTERSHIRE GL54 5NS,
9 MILES FROM JUNCTION 9 OF M5

Events

BOOK YOUR MINI ACTIVITIES WITH OUR COMPREHENSIVE MINI SHOW LISTINGS!

■ 11th-12th January **The Performance & Tuning Car Show**

Taking place at the NEC, Birmingham. This unique event is for enthusiasts of high-end modification and tuning. Check out our news pages for details on how to enter your car for the Revving Red Carpet. Tickets for the Performance & Tuning Car Show 2020 are also valid for the Autosport International and the Live Action Arena, which take place at the same time.

www.autosportinternational.com/

■ 12th January **Wirral to Llandudno Mini Run**

Annual scenic Mini run from Wirral, Liverpool to Llandudno promenade in Wales via the Great Orme. Pre-booking essential due to limited numbers.

www.wirralminis.com

■ 26th January **Mini Fair 2020**

British Mini Club are very proud to be celebrating the 21st year of Mini Fair, kicking off the new year in style with this mega indoor event, which is held annually at the end of January. Mini Fair is one of the most well established and well-organised National Mini Events of the year, and promises something for every enthusiast.

01384 897779

<https://britishminiclub.co.uk>

■ 4th April **Spring Action Day**

The official kick-start to the performance car season. Expect drifting demonstrations, public track time and white-knuckle passenger laps on the

circuit itself, whilst vast static club stands, trade villages and Show and Shine competitions ensure the outer display areas are equally as unmissable throughout the day.

www.castlecombecircuit.co.uk

■ 4-5th April **Goodwood Members Meeting**

Goodwood's motorsport opening weekend recreates the atmosphere and camaraderie of the original BARC Meetings held at Goodwood through the 1950s and 1960s. A packed two days of thrilling racing and demonstrations from the finest historic cars of the period, as well as more modern machines.

<https://www.goodwood.com/flagship-events/members-meeting>

■ 10th May **British Mini Day at Himley Hall**

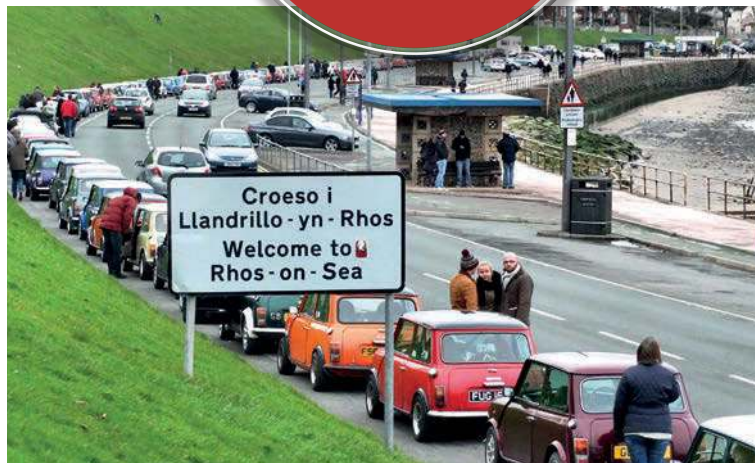
Himley Hall & Park is an 18th Century building set amongst 180 acres of 'Capability Brown' landscaped parkland. For over four centuries it served as home to the Lords of Dudley and their knights. On Sunday 10th May, BMC are very proud to welcome you to their 28th British Mini Day held at this premier venue.

01384 897779

<https://britishminiclub.co.uk>

■ 24th-25th May **Motorsports at the Palace**

This Sevenoaks and District Motorclub event is held at Crystal Palace park London. The event is run over two days and will be on the 24th and 25th May 2020. The event includes a Motorsport UK approved sprint for up to 110 cars per day, a static car show with 100+ cars a day, an autotest demonstration and an



historic motorcycle parade lap on both days, plus a range of entertainment for the children.

www.motorsportatthepalace.co.uk

■ 14th June **National Mini Day**

Returning to Beaulieu for its 39th year, Mini Cooper Register's National Mini Day has always been one of the most eagerly anticipated events on the Mini calendar. In 2020, the event will be around the theme of 'We're more than a Cooper' showcasing the wide range of members' cars across the Mini range and, hopefully, some colourful customised vehicles to get people talking.

www.minicooper.org/mcr-events/

■ 27th & 28th June **Mid Summer Mini & VW Meet**

This popular meet from BMC is the perfect chance for you to show off your pride and joy. Make a weekend of it with the Saturday camp over with live band and Sunday's Show 'n' Shine. All the action is happening at DK Rugby Club, Kingswinford, West Midlands.

www.britishminiclub.co.uk

01384 897779

■ 26th July **Colchester to Great Yarmouth Run**

Colchester Mini Club invite you to join them for their infamous Colchester to Great Yarmouth Run. Meeting at Colchester Stadium and convoying to Great Yarmouth pier where you'll spend the day, displaying your Minis and enjoying a day at the seaside. This



popular event that has been running for over ten years.

www.colchesterminiclub.co.uk/

■ 16th August **Mini In The Park**

MITP at Mallory Park features Mini club car displays, trade stands and autojumble, plus lots of great action and entertainment... and a great Mini festival atmosphere. Camping available from Saturday at 1pm. Mini Magazine, Mini World and Performance Mini will be showing their hottest feature cars and there is a chance for everyone to take to the track.

www.minishow.co.uk

■ 20th September **MiniFest at Stanford Hall**

Enjoy a brilliant day out at this stunning location for the longest running Mini show of the year. Stanford Hall is one of the most anticipated events on the Mini calendar, featuring the largest gathering of both classic Minis and modern MINIs of the year.

www.britishminiclub.co.uk

01384 897779



The Best Seats in the House



The One Stop Shop for all Your Interior Needs

Our range of **seat** options simply have you **covered**! From seat covers in **original factory styles, designs and colours** made using original production methods, to sending us your original seats to be **refurbished** by our world renowned seat fitting team. Want an **easy life**? why not enquire about one of our “out of the box” **complete seats** which not only come ready to just **bolt in** but **upgraded** with **extra comfort, safety and styling**!

COMPLETE SEATS | SEAT COVERS | FOAMS | MOULDED CARPETS | PANELS | HEADLINING | ACCESSORIES

NEWTON
COMMERCIAL • EST 1979



Contact us for more information:

+44(0)1728 832 880

sales@newtoncomm.co.uk

WWW.NEWTONCOMM.CO.UK

CLASSIC CAR INTERIORS

Eastlands Industrial Estate, Leiston, Suffolk IP16 4LL

RAT RACE

Name: Alex Charlton

Car: 1983 Minivan

Location: Portsmouth

■ Alex found 'Van'essa' online... She may not have been running at the time, but he finally had the van he always wanted, with a near new powerhouse and a great sounding back box! It's running a Minispares Ivor Searle engineered 1380 on an A-plus box with straight cut drops. He's spent all his years of owning her chasing gremlins and rust, spending all of his cash just keeping her MoT'd and on the road. The latest of repairs being a new front loom and new sills both sides. The main thing left now is a new paint job and to sort the interior, but Alex likes that his van is a bit ratty and rough around the edges. It's rare to see a body kit on a van, even if it does mask a multitude of sins. It reads at a whopping 107db, according to Castle Coombe, who won't let anyone on the track above 100... much to Alex's disappointment.



DO IT UP BROWN

Name: Olaf Wennekes

Car: Austin Cooper

Location: Eindhoven, Netherlands

■ Ten years ago Olaf bought an Austin Cooper that was in a very poor state. The car has since been restored to mint condition. His intention was to see if he could build his own works inspired rally car and I think you'll agree with us that he's done a great job! The Mini certainly gets a lot of approval and attention everywhere it goes. In the ten years since the resto, Olaf has taken great care to look after his car – it looks as pristine today as it did a decade ago. He is a true Mini enthusiast and also has a retro modded Mini that we featured in January 2009.

The Cooper ten years ago -
it looks just as good today.



FLY THE COOP

Name: Kevin Williams
Car: 1993 Mini Cooper
Location: Herefordshire

■ Kevin's 1993 Mini Cooper's enviable finish is all down to a full nut and bolt restoration by Somerford Minis. From there, it went to John Cooper garages for the Si conversion. Kevin is understandably very proud of his Mini, and takes good care of it. Since the restoration it has never been driven in the wet and is much too special to be his daily driver. It's his fourth Mini to date and something tells us that it won't be his last. He also has a Riley Elf. The car is currently SORN and is packed away safely in dry storage for the winter. It also features all of the Cooper Sports Pack modifications, as well as new carpets and headlining.



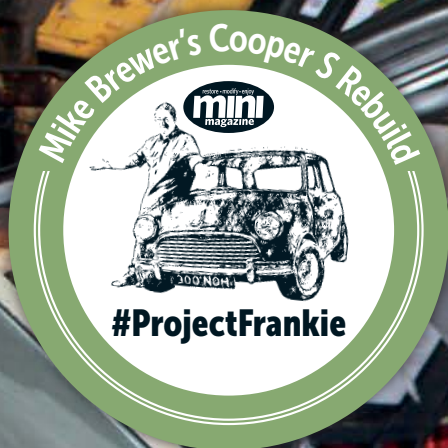
COMING UP ROSES

Name: Mike and Elly Freeman
Cars: 1979 1100 Special
Location: Cornwall

■ Mike and Elly recently got married with a Mini-themed do! They are proud members of the Brown Monkey Mini Club – and the whole club drove to the venue in style. Despite heavy rain, an exhaust blowing in the middle of one car, a clutch on it's way out in another and Mike's Mini deciding that it didn't want to start at all... they all managed to get there in the end. Mike's pride and joy is a lightly modded 1100 Special in Metallic Rose. It features full leather Mk1 Mx5 seats, with matching Alfa GTV rears. The brand new engine has been bored out to 1221cc, it has twin HS2 carbs, high compression flat top pistons, SW5 cam, 1.4 Keith Calver rockers, a Stage 3 polished ported head and electric fuel pump. It boasts 85 bhp on the rollers!



ON THE JOB



ON THE JOB

Words Holly Daffurn Photography Gerard Hughes

Metal Guru

We caught up with Martin Davies of British Motor Heritage during production of their MkI Mini shells, including the shell for Mike Brewer's #ProjectFrankie

Since 1975, British Motor Heritage have been helping to keep the classic British car scene alive by manufacturing genuine components for both owners and the wider marketplace. They have all of the original tooling from Longbridge in their factory in Witney, Oxfordshire and are able to produce the original body shells from 1976 onwards. They only started to explore the possibility of making MkI shells in 2015,

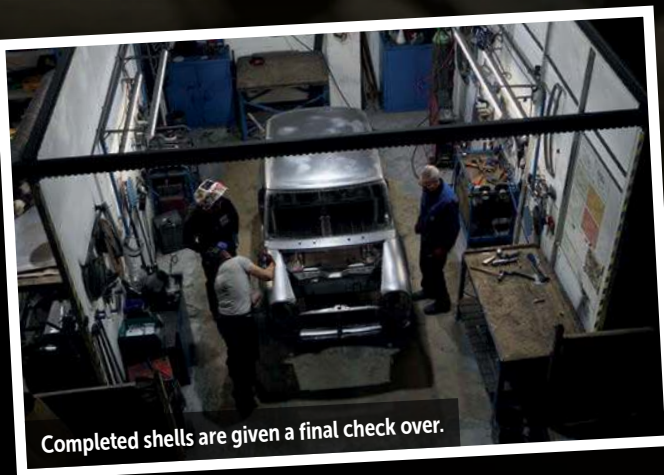
the prototype of which was launched at the NEC in 2017. The prototype was met with some criticism (which is to be expected, and was the purpose of the exercise). They took all of the advice on board and over the last few builds have improved the process. The end result is a solid MkI body shell. We went to the factory during production of a batch of 42 Minis, 10 of which are MkIs. It feels like owners are really starting to understand the benefits of using a fresh shell and the

advantages of restoring a MkI that way. Something that is made clear by their latest convert, TV favourite Mike Brewer from the Discovery channel. Mike is looking to restore his 1964 Cooper S, Frankie, with some help from Andy 'Ace' Harrison. It was fascinating to follow Mike's shell around the factory and experience the intricacy of work. Martin Davies talked us through the process and answered that age old question... if you replace a shell is the car still original? ➡

restore • modify • enjoy
mini
magazine

GET FEATURED

Want to get featured?
Send photos of your project to:
minimag.ed@kelsey.co.uk



Completed shells are given a final check over.



Manufacture of Mini shells is skilled and labour intensive.



What are the benefits of using a complete shell?

To start with it's all clean and solid, with no rust, it's ready to go. You can do the restoration yourself, restore the subframe, engine and interior and you're done, rather than spending months alone taking out the rust and old panels. A lot of people go for the panel by panel approach to a full restoration which is one of the reasons that we offer the two alternatives. It's great to think that we are keeping the scene alive.

Having a shell is a great way to simplify the build for people who are new to restoring cars too. If you have the skills to jig, weld and fit everything properly then we fully support that but having a shell that you know is built from the original jigs and everything will bolt straight back on to is ideal. It helps that the dimensions are so precise and accurate to the originals. A lot of people say that they buy our products because they know they are going to fit.

Can you talk us through the process of putting together Mike's Mk1 shell?

A shell is a big Meccano kit, we make it in subsections, so we build the front ends – complete with the windscreen, grilles, wings and toe board – and the rear floor sections which we then marry together on the main jig, then we start putting the floors together, the monosides, the roof and all the other bits. Then it goes to the finishing booth

Shells are often marked for customers...



where it's all fit out – the doors, the bonnets and boot lids.

How long does it take to complete a bodyshell?

MkIVs, MkVs and Sports Packs (once all the subs are done) we can probably make two and a half a day. The MkIs are much more labour intensive, so we do about one a week. It's six guys in a build just working on one shell a week.

What is your Mini story?

I learnt to drive in a Metro and went straight into a Mini when I passed my test. I had a 1996 Mini Cooper for a couple of years, but then I got married and I had to unfortunately get rid of it. I loved it. We have a Mini Cooper 1275 and a Mini Cooper S at BMH which I get to enjoy from time to time.

Are you tempted to get another?

I'm trying to get my daughter, who is now 14, to have a classic Mini as her first car. I



took her to the NEC Classic Car Show but she wasn't impressed, she is more interested in a Fiat 500 or a BMW MINI Cooper.

In your opinion, what is the appeal of the Mini?

You can get whatever you need for a Mini straight off the shelf now. From carburettors to wheels, trim, interior, speedos and it's all supported by a huge network of specialists. As an owner, you don't have to have a computer to tell you what's wrong, you can normally figure it out by just listening to the engine or the car.

Since we've had the Mini tooling we've produced close to 800 body shells in total (our full range is around 7000 body shells in total). It's great to know that the Mini is still so popular!

So... if you reshell a car, is it still original?

A lot of people say it's not original because it's not from Longbridge but when you sit down and talk to them and ask if they've done the full restoration they say they've changed the wings, grille, inner wings, sills,





The front end of #ProjectFrankie comes together.

floors, boot panels, quarter panels, floors, boot lids and bonnets and all they haven't changed is the roof and you ask whose panels they use and they say...yours. So it's no different except that we are doing these shells off the original jigs, they are built off the same jigs being used in Longbridge just in a different factory here in Witney.

We're very fortunate that the tooling wasn't scrapped and we've been able to keep these cars alive. The front subframe jigs are the oldest ones we've got and have been producing Mini subframes since 1959 – they are pure Mini history. If they could talk... the stories they'd tell!

What advice do you have for someone who either needs to replace or restore their shell?

People need to talk to specialists and understand what is involved in the restoration before they decide between a shell or complete panel by panel resto. Either go down the full shell route and make



Every panel, ready for assembly.

it easier and quicker or go for a complete resto and learn the skills of welding, bolting things together and fettling and figuring out the adjustment it takes to make things align. Both options are realistic.

The restoration route involves several little techniques that you need to know to get things to fit. Originally, they jacked the door frames and hung off the doors to get the adjustment. The twisting of the bonnets and the boot is to get everything to align. You don't just fit a bonnet and it goes in perfectly. You have to put in the time to get things to align, including the wings and grille and so on.



The production facility enjoys all the original jigs and tooling.



We're very fortunate, when we do the shells we put the wings, grille and windscreen all into one jig and spot them all in one piece so they are all in the right location for when they go on to the body shells. When you are doing a complete restoration you don't have access to those wonderful tools.

What's next for BMH?

We are at capacity and beyond. We're building more body shells than we ever have previously. 110 shells a year, plus spares. Maybe look at doing MkII and MkIII body shells. We have talked about doing MkIIIs in 2020, but it has to be the right time for us and the market place. So it'd probably be the second build of the year which is around June time. 

Words Martyn Morgan-Jones Photography Adrian Brannan

RAISING THE STANDARD

The Cooper Sport was great from the factory, but after restoring his, Paul Gershon couldn't help but add a few extra special touches...

There is no doubting that the Classic Cooper Sport, with its raft of factory-fitted upgrades, was a very desirable variant when it left the production line. Desirable, although as with any Mini there was still plenty of scope for modifying and personalisation. The feature car, a late 1999 model, belonging to motor trader Paul Gershon who, with his son Troy, owns and runs Different Class Cars in South Woodford, is a perfect example of how to take the factory product and enhance it.

"I already owned a nice Mini which my son and I had used on one of the Italian Job runs, and which was used by the last owner on the 40th commemoration of the film in 2009," reveals Paul. "It was in great condition and good to drive, but I started thinking about getting another Mini, one that I planned to have brought up to concours condition."

"I started looking for a suitable car, and eventually found this Cooper Sport, which I purchased from its lady owner in 2015. It had been the dealer's demonstrator. Although she'd owned it for approximately 16 years from new, it had only covered 29,000 miles which was a real bonus. The advert also stated that it was in excellent condition and that it ➡





COOPER SPORT

Interior is triumph of machine turned metal thanks to custom made dash and Cooper 500-style centre console.



“Although it looks new, you’d never know the car’s been apart”

had benefitted from a part restoration.

“It drove really well, but to be honest, although it certainly looked nice, on closer inspection the bodywork wasn’t quite as good as described. Nonetheless, I was very taken with this Cooper and ended up buying it. I then drove it all the way from Yorkshire to London. It didn’t miss a beat.”

FULL ON

Even though it didn’t miss a beat, Paul planned to upgrade the mechanicals a smidge, although the first thing on his to do list was to have the Cooper stripped, repaired and rebuilt to better than new.

Having been around Minis for quite

some time, Paul reckoned that the bodywork would need more than just TLC. However, when the car was stripped and the bare essentials exposed, he was rather taken aback at just how much reparative work would be required. And, he hadn’t quite factored in quite how long the work would take.

“My mechanic, David Phillips, stripped and rebuilt the Cooper,” explains Paul. “During the strip-down he uncovered a significant amount of rust. To cut a long story short... a four-year nut and bolt restoration story in fact. Richard, who was working with David at the time and who has superb metalworking skills, had to replace the floor pans, sills, A-posts,

Looking factory fresh, the Cooper has in fact received a full body resto.



Porsche Boxster front seats up the comfort.

front panel, subframes and much, much more. In essence, I ended up with an almost new car."

"But, although it looks new, you'd never know that the car has been apart. Richard, who is meticulous and takes so much care with his work, spent many months fitting the replacement panels, ensuring that their alignment and panel gaps were perfect. Indeed, I suspect that they fit even better than when the car was first made."

Paul believes in using the Mini, and has clocked up plenty of miles behind the wheel since the build was finished.



"The only deviation from standard and even this modification is very difficult to spot is that the inner arches/structure have been subtly modified ensure that the 8x13 inch wheels I'd chosen, didn't catch."

"Richard doesn't do paintwork though. So I took it to Auto Crash in Forest Gate where it was painted by KP in its original colour, Solar Red. Then the various cavities were flooded with Waxoyl."

The bodywork, with its better than ➡



Custom made single rear seats.

COOPER SPORT



The MPI engine has been carefully refreshed and upgraded, and now boasts a healthy 90 bhp.

factory fit and finish, looks fabulous, and those ultra-wide JBW Revolute wheels really fill the arches and help give the Cooper real street appeal. As do the Cibie spotlamps. All four of them.

"The headlights have been uprated," remarks Paul. "I also wanted to swap out the original spotlamps for Cibies. Richard fitted them, although to get the alignment correct he had to modify the light bar. He then fitted steady bars to each spotlight to eliminate any vibration. It took him the best part of a day to get things sorted, but the end result is a triumph. And, not only do they look the part, they also do a good job of turning night into day! All of the other bulbs, including the interior ones, are LED."

INSIDE JOB

There is no denying that this Mini looks stunning and that it's something of a show-stopper. But don't run away with the impression that this car is yet another trailer queen. It isn't.

You see, although Paul likes to make visual statements - very tasteful ones as the photos reveal - he's also a firm believer in using his classics and not just for popping around to the shops!



"It took him the best part of a day but the end result is a triumph"

To ensure that such long distance journeys don't become a pain in the posterior, the interior of the Cooper has been treated to some sympathetically executed upgrades. Upgrades that have truly enhanced the interior aesthetics but, crucially, dialled up the comfort a notch or three whilst still retaining much of its period character.

"I fitted DSN Classic door handles, clutch, brake and complete accelerator assembly, which look great, and the unique, machine-turned dashboard was fabricated by a company in Birmingham,"

elaborates Paul. "It perfectly matches the centre console. The console is the type fitted to the Cooper Sport 500 models. I rang the company that originally made these consoles and was delighted to find that they had one. It was the last one in stock in fact! I'm really pleased with how it looks."

"And I'm really delighted with the seats. After trialling lots, and not liking any of them, I ended up fitting Porsche Boxster seats. I know it sounds crazy, but they fit like they were made for the job. They even use the original fixings. No



Four Cibie spots have replaced the Rover jobs - they look great and create daylight!

Ride height has been kept to a sensible level.



extra holes had to be drilled! Even when I tilt them forward to allow access to the rear seats, the headrests still clear the roof. And, the side bolsters don't even make contact with the door pockets. They are supremely comfortable too, and electrically-adjustable."

Paul is not only delighted with the

Boxster front seats, he's also rather pleased with the ones that have been fitted in the rear. They are in fact bespoke items, the design of which takes inspiration from a rather upmarket Mini that he used to own.

"I did own a Wood & Pickett Mini," recalls Paul smiling. "This had two



individual rear seats. The rear seat design and layout of my new rear seats is very similar and uses Mustang bases and Mercedes backrests. These seats, and the retrim, which included the gear knob, handbrake, and steering wheel (complete with Union Jack coloured racing lines), were done by B Trim in Enfield. They did a fabulous job. The carpets are the originals though, and simply needed a gentle clean. I have installed more soundproofing mind you. This makes quite a difference on long journeys."

The interior, which has been impeccably executed, does look rather fabulous. What's more, despite the changes, everything has been so

COOPER SPORT

TECH SPEC

BODY 1999 Rover Classic Cooper Sport. Reprofiled arches for clearance. Cibie spotlamps. Resprayed in Solar Red.

ENGINE 1275cc twin point injection. Big valve cylinder head, ported and polished. Fast road cam. LCB, stainless steel exhaust system. Red silicone hoses, DSN Classic engine steady and thermostat housing. Power – estimated 90 bhp.

SUSPENSION Hi-Los, adjustable dampers

TRANSMISSION Four-speed manual.

BRAKES 8.4 inch discs with EBC Greenstuff pads front. Superfins rear. Aeroquip hoses.

WHEELS AND TYRES 8x13 inch JBW Revolite with 175/50/13 tyres.

INTERIOR Porsche Boxster front seats, with custom made rears, all retrimmed with matching gear knob, handbrake, and steering wheel. Custom made dashboard, Cooper 500 centre console, DSN Classic door handles, clutch, brake and accelerator assembly.

seamlessly integrated. It just looks so 'right'. Clever stuff.

BRISK

As alluded to, in addition to enhancing the Cooper's exterior and interior, Paul was always planning to upgrade the mechanicals. He also wanted a few more ponies under the bonnet to liven things up when the mood took him, and maintain a decent pace on the long, European sojourns he's so fond of. And, naturally, he wanted to dress the engine bay accordingly.

"The engine originally produced 63 bhp as standard," tells Paul. "I wanted a bit more, but not at the expense of driveability or reliability. The head's been ported and has bigger valves, there's a fast road camshaft, K&N filter, and a three-branch manifold and stainless steel exhaust system. The bottom end's standard. Power is now around 90 bhp, which is about the same as the 'S Works' upgrade. It certainly goes well, and has no problem keeping up with traffic. The gearbox is the four-speed original and



The Cooper has been given a full respray in Solar Red.



"I wanted a bit more, but not at the expense of driveability"

hasn't given any issues."

"The underbonnet area did look a bit boring though, so to give it a little more appeal, I've fitted red silicone hoses, and a number of DSN Classic parts, such as the engine steady and thermostat housing. The stainless steel header tank and radiator were custom made by a company in Birmingham."

CHASSIS

When modifying any car, it's always important to keep a balance. Due to the extra power, Paul elected to give the

suspension and brakes a simple yet effective makeover. But he was very careful that this shouldn't be at the expense of comfort.

"All of the suspension has been completely renewed," he explains. "There are new subframes, Hi-Los, adjustable track rods, a new steering rack, new, fully-adjustable dampers and new, standard, bushes. Even though it's on 8 x 13 wheels, it rides really well. I could have done a lot more of course, but I was aiming for a good-handling grand tourer, not a track car."

Attention to detail gives the Cooper real road presence.



“The brakes are good too. All I’ve done is fit Aeroquip hoses, Superfins, new, standard, calipers, and EBC Greenstuff pads. Again, I could have done more. But, to be honest, it stops really well and doesn’t suffer from fade.”

GRAND TOURER

So, the Cooper looks fabulous inside and out, goes very well, and stops on the proverbial sixpence. And since the build was completed, it also goes the extra mile.

“The aim was to have the Cooper ready in time to drive it on the Italian Job Tour 2019 (organised by Steve Edmonds),” explains Paul. “This was the 50th anniversary of the film, and the Mini’s 60th Anniversary. Thankfully it was ready in time and it ran perfectly throughout the 1800-mile trip.”

“We visited all of the film locations and drove around the banking of the famous

test track on the roof of the Fiat Lingotto Factory. Wonderful! Our particular highlight however, was driving through the Galleria San Federico shopping centre, in convoy, to replicate how it was done in the film! Troy and I are the only people to have done this twice. First in 2015 in the white Mini, and last year in the Cooper.”


FINESSED

“I’m absolutely delighted with the quality of the workmanship, and how the Cooper has turned out. I wanted to modify it in a subtle way, and feel that this has been achieved. However, I’ve kept all of the original parts and everything has been done in such away that the Cooper can be taken back to original if needed.”

“But, I think it’s going to stay like it is. It’s perfect, and Troy and I can’t wait to take part in more Mini events to

showcase our pride and joy!”

Although E18 DCC might not be the most extreme Mini to be featured in Mini Magazine, it has to rank amongst the very best executed restorations and conversions to appear within its pages. And it’s definitely one of the best looking.

Paul knew what he wanted when he set about this project, and this Cooper has certainly ticked all of his boxes. What’s more, it’s raised the standard. 

THANKS:

Everyone at Different Class Cars www.differentclasscars.co.uk, the Auto Crash team 0208 475 0017, everyone at Minispares, and of course, Troy, David and Richard for all of their help with this project.

MINI COLLECTION

RIDING WITH THE PUNCHES

A serious health scare caused Lee Williams to re-evaluate his entire life... including the contents of his garage.

Words Holly Daffurn Photography Gerard Hughes



There is no denying that Lee Williams is a Mini fanatic. He's had over thirty Minis since he bought (and lovingly handpainted) his first one at the age of 16. He used to take his wife out in it when they first met. Nowadays, the couple have six distinct Minis and three children who all share their passion for our favourite car. They do London to Brighton every year as a family and are regulars at Caffeine & Machine.

A couple of years ago, there was only one Mini in Lee's garage – a copper and white Minivan with Miglia arches and OS4 turbo rims. On 5th May 2018, after months of careful restoration, Lee and his brother, Carl, finally got the van started. That evening, Lee and the family had some friends over for a barbecue when he started experiencing acute stomach pains. Lee initially brushed it aside, mistaking it for a bad case of food poisoning... or a reflection of his friend's cooking but the

pain got progressing worse until Lee collapsed at 2.30am. A week later he woke up in the bowel cancer ward at Warwick Hospital. They had found an abscess the size of a honeydew melon, after nine hours in theatre they were still unable to detangle the mass and eventually had to remove much of his bowels. He had a resection done and started the long path back to recovery.

At this point, Lee, his wife, Rachael, and their three young children were



CUSTOM SURVIVOR

Customised van is the Mini that started the collection.



It's more than just an investment for Lee.

living in Shipston, in a beautiful house that they had put every spare penny and all of their time into. Whilst he was in hospital, Lee got chatting to an old man called Brian who said to him "you might have the house and everything, but you're still sat next to me in here... at the other end of our lives and it just goes to show that ultimately money means nothing." It



Turbo OS4 rims were a lucky find.



Rear features factory fit seats.

"I've spent thousands on my hobby, just so I can drive another Mini"

took Lee ten weeks to get back on to his feet, during which time he had a lot of space to reflect on Brian's words and the experience he had just gone through. "I said to Rachael, do you know what? It's nice having a pretty house but it doesn't really mean anything. So we decided to sell the house."

The house sold quickly, so they put the money in the bank and rented a property that gave them a better quality of life for the kids. Set in the middle of quiet countryside, the family have chickens, quails, a hot tub and stunning views looking out onto open fields where the

children enjoy playing.

They decided to put the money from the sale of the house into a couple of properties. They refurbished a house within four weeks but it took six months for it to sell and resulted in a lot of stress and difficulty in getting the money from the agents. During which time, Lee was diagnosed with Crohn's Disease. In addition to this, Lee was told that his remaining bowel was starting to fail. A process they are trying to slow down with chemo. It soon became apparent that investing in property was far too stressful, especially with Lee's health



Work is still ongoing on the van, but engine bay is slowly being transformed.



Front seats have been retrimmed and set the tone for the rest of the interior.

concerns. They needed to find something solid to invest in that would also reflect Lee's newfound passion for life.

With Lee's health deteriorating, the Minivan got pushed into the barn and neglected before they had chance to finish off the interior and the last few jobs. "I said to Rachael, I know Minis, I understand Minis, I love Minis. Let's just buy one or two and invest in them." From that one van, Lee's collection grew but he still cites the van as his favourite.

MINIVAN

"It belonged to a gentleman in Cardiff whose father worked for the London Electricity Board. It's quite a rare rear seat Minivan that was manufactured for police forces and inspectors etc. As part of his retirement fund he took the van. When he passed away his son put it up for sale. It was very tatty. My brother is a

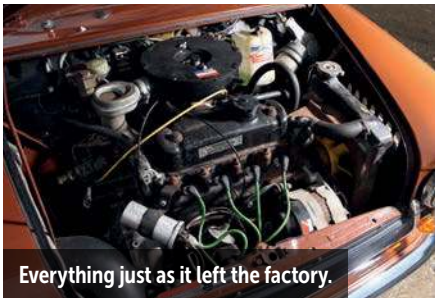
painter and fabricator but he also builds one off show pieces. He built a stand for Schweppes where the drink flows through copper pipes. I spotted the pipes at his workplace, where we were keeping the van. It was such a beautiful colour, so we found the paint code. The plan is to do a bespoke build with wood panelling in the back, to match where the cut outs are. We're going to build it from the ground up from scratch. The plan was that it should have been finished six months ago, but with hospital appointments it just hasn't been possible. In that time, I've spent thousands of pounds on my hobby,

just so that I can drive another Mini! No one realises how it takes four to five days to sort the door gaps!"

1979 850 SALOON

"There was a gentleman on facebook whose grandad passed away. He'd bought it as an investment and he wanted his wife to have the money when he was gone. He drove it a little bit, but kept it in an airtight container with tubular heaters and extractor fans. Since 1995 it was tucked away and forgotten about - it had only done 198 miles since! Even though it was MoT exempt, I decided to put it in

MINI COLLECTION



Everything just as it left the factory.



The 850 is beautifully preserved and original thanks to Ziebart...

for one to check for anything I'd missed. It passed with no advisories! I've done more miles in it since 1995. I've taken it to Caffeine & Machine and people surrounded it. It's got 11000 miles since new. It's been undersealed underneath and properly looked after, it's all original and so clean under the engine. It's completely untouched. He must have greased all the joints before he put it away. We talked about undersealing it again but my brother said no, don't touch it. Leave it as it is, as it was meant to be. We found

the original non locking petrol cap under the seat. It's even got that deleted passenger side wing mirror. It's still got the Supercover Book and a bootful of spares from the previous owner."

MINI ROADSTER

"A friend told me about the Mini Roadster. We went to take a look and it was covered over in the barn, collecting dust. The guy was lovely and a real Mini enthusiast. He said he loved it but he desperately needed the storage, so it had



It even smells like the 70s...

to go. We got it all running again. We need to redo the wiring too. It's going for an MoT next week and there are a few things that we need to finish off, but for next summer it'll be a fantastic little car. It's a bit marmite, you either love it or hate it. I love it and it was a complete steal!"

Smoke Grey pickup was restored by a previous owner.



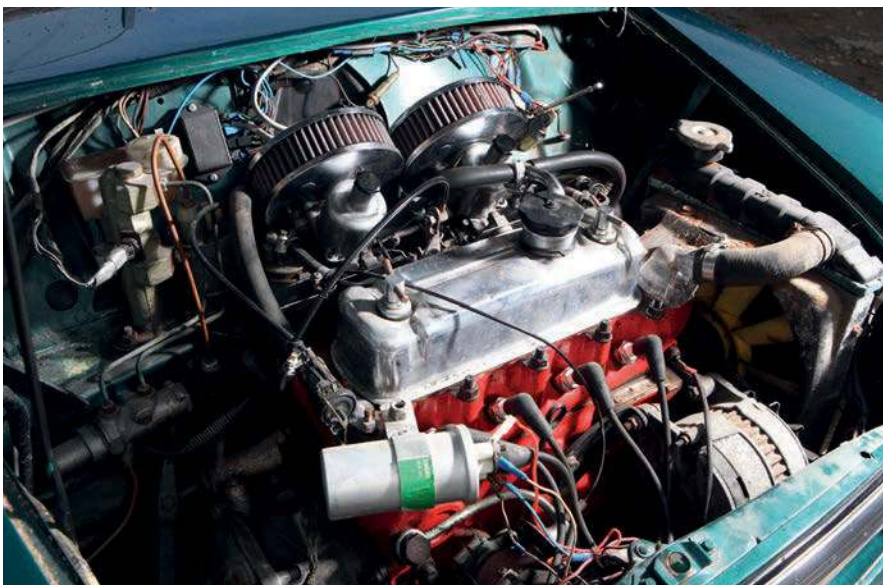
1970 AUSTIN PICKUP

"Brian who owned the Austin Pickup, was a lovely guy. He had two of them that he bought from new in 1970 to use on his





Roadster splits opinions, but you can't deny it's well done. Lee retrieved it from long term storage.



"My boyhood dream was always to have a Smoke Grey Mini Pickup"

working farm. Mine is a manual and he can't drive it anymore as he recently had a stroke. He's kept the automatic one though. He was tearing up when I took this one away. My boyhood dream was always to have a Smoke Grey Mini Pickup. I'm hoping I'll be able to buy the

other one eventually, as they don't look right separated. He worked them hard and worked them into the ground, then completely restored them. I was there for over two hours as we had such a good chat. The bed is flawless, but the

paintwork on the rest of the van isn't the best so we're going to repaint it the same colour. It's all original under the bonnet and has a lovely interior. It's even got a cassette player, which came with a Richard Beavis cassette!"

MINI COLLECTION

Painted in AA Yellow, the Minivan draws a crowd wherever Lee takes it.



1970 MINIVAN

"I went to Ibiza, it was the first holiday that the wife and I'd had without the kids since I'd been ill. We had a lovely time, relaxing on sun loungers. I took some Mini Magazines away with me, and I was quite happy. That's when I spotted the Minivan. I rang them up from Spain. It worked out that he lived 20 minutes away from us! So when we got home, I went

down with my mate and work colleague, Dave. He said he'd done it up, but he wasn't sure why as he was 6 foot 4 and couldn't fit in it. It's a 1970 van that belonged to a gentleman in Evesham who used it to get to work each day, only going 6-7 miles a day. He was writing down the mileage every day in a little brown book. It was left in a barn, but it's completely immaculate. Even the floorpans are immaculate. The bed is perfect – as if it has never carried anything. It's a special little one, it gets a lot of attention. It's got all those early touches such as a straight stick and the weight loading badges on the inner sill on the passenger side."

CLUBMAN ESTATE

"I took my son to rugby training, and while I was waiting around I thought I'd have a quick look at what was for sale. A Clubman Estate came up in Corby. I said to my son, if I buy you a KFC can we go to Corby to look at this car? I said it's only about 10 minutes away. He said, 'actually it's 1 hr 20... I just googled it.' It had been described as one lady owner, low mileage, completely original. It was the complete opposite... it had been handpainted, you could see the ground from the A panel. The engine was a mess. We exchanged a few words. He was scamming people, so I put an advisory comment on the post in



Clubman Estate was bought blind after Lee had a wasted trip to buy another example.



Original 1098 runs like clockwork.




"It's a special little one, it gets a lot of attention"

the group. From that, a guy messaged me and said if that's what you're looking for my mate, Terry, is selling one in the Isle of Anglesey. Terry promised that it was mint. I put a deposit on it blind. I went up with my father in law, John. It's just how it should be for the time – it sounds right. The reg plate was personalised by a past owner, so I want to get original plates on it. All five of us have gone out in it, it feels like a real family car. I almost bought another Pickup while I was there! I've got my eye on it..."

Lee's passion for Minis grew into an obsession after his illness made him look

at life differently. His attitude is inspiring and his zest for life is infectious. He has no intention to sell the Minis just yet, the family are enjoying them too much, but it's reassuring for them all to know that the cars will only increase in value.

"We're not going to lose money on them. I'm not planning on selling them, but I have control. If I needed to sell a Mini I'd agonise over which one I'd be prepared to lose... but they are there if we need them which gives us peace of mind. I was told by my wife that I should stop buying Minis for a while but I don't think that I've finished my collection just yet..." 



THANKS TO:

My wife, Rachael, and my children Alfie Jack, Louis Oscar and Florence Amelia Rose. And Dave and Carl too.

JANUARY SALE

NOW ON!

13 ISSUE JUST £39.99 PLUS COLLECTORS' EDITION BOOKAZINE!



JUST £39.99



JUST £39.99



JUST £39.99



JUST £39.99



JUST £39.99

CHOOSE YOUR COLLECTORS' EDITION BOOKAZINE!*



*SELECTED BOOKINES AVAILABLE WITH THIS PROMOTION

ONLINE: SHOP.KELSEY.CO.UK/JS20
CALL US: 01959 543747 AND QUOTE OFFER CODE: JS20

(OPEN MON - FRI 8.30AM - 5.30PM. CALLS ARE CHARGED AT STANDARD NETWORK RATE)

A-SERIES ENGINE SPECIALIST SINCE 1981



New Camshaft Kits

MED camshaft kits have been re-launched, with reduced prices and four new packages on offer. **Stage 1** includes cam followers, a race-spec oil pump and MED cam timing disc. **Stage 2** adds a duplex alloy/steel vernier and double valve springs. **Stage 3** features our 1.5:1 roller-tip rockers for the ultimate road camshaft package. **Stage 4** includes a Piper race camshaft and MED LDX 1.5:1 roller-tip rockers - the very best!

We've invested 36 years of experience to develop our own range of performance cam profiles for all A-Series engines. Steel blank cams are cross-drilled and heat treated for the ultimate upgrade. The 256 duration HT provides tractable road performance with low-down power from 1000-6000rpm. The 264 duration RS is a perfect weekend performance cam, power band from 1250-6500rpm. The 280 duration XT fills the void between road and race, power from 2500-7250rpm for trackday outings.

Prices

Road camshaft - HT (High torque), RS (Road sport), XT (Track day)	£160
Race camshaft - wide range of profiles to suit application	£220
Stage 1 camshaft kit (HT, RS) - cam, followers, pump, timing disc	£185
Stage 2 camshaft kit (HT, RS, XT) - as Stage 1, plus duplex vernier & springs	£330
Stage 3 camshaft kit (HT, RS, XT) - as Stage 2, plus 1.5 roller rockers	£500
Stage 4 camshaft kit - race cam, race springs, followers and LDX rockers	£775
Steel/alloy duplex vernier kit - adjustable cam timing made easy	£125
All-alloy duplex vernier kit - weighs just 900g	£135
Lightweight simplex kit - for when every gram counts, race use only	£145
Camshaft gear drive kit - direct drive cam timing, no chain	£235
Camshaft follower set - high quality chilled iron	£20
Race-spec cam follower set - lightweight drilled option	£40
1.3:1 or 1.5:1 roller-tip rockers - the best on the market	£235
Steel pushrods - premium quality, for 998, 1275 or 8-port	£95

MED components are very carefully designed, manufactured, machined and assembled in the UK. We offer bespoke road/competition engine kits and fully-assembled racing engines to A-Series competitors and champions worldwide. When only the best will do, we're here to help.

See the website for our full range of road and competition Mini components -
www.MED-Engineering.co.uk
0044(0)1455 618464

Unit X, Tungsten Park, Hinckley, Leicestershire, LE10 3BE

*All prices listed include VAT and are subject to change without prior notice



/MEDRaceTechnologies



@MED_Engineering



MED Engineering



Paul Gershon's 1999 Rover Cooper Sport
featured in Mini Magazine February 2020





Tina Riordan's modified Wolseley Hornet
featured in Mini Magazine February 2020



EXPORT MOKE

A PRACTICAL MOKE

Glenda and Harry Williams always loved Minis but their retirement project is a little wilder than anything that came before.

Words Holly Daffurn Photography Gerard Hughes

Hearing Glenda and Harry Williams tell us that their Australian Export Moke got finished on the day of the Irish IMM (meaning a frantic dash up the motorway) we aren't surprised. The couple exude vibrance and find adventure everywhere they go. After that seat of the pants experience they've since avoided motorways, but the Moke

has taken them on all sorts of adventures – including trips to Switzerland and Germany- and they always have a great sense of fun wherever they go.

They were publicans when Harry bought the Moke in February 1994 through one of their customers, a student who had been on holiday to Italy. "During the cold winter, every Sunday he would be working on it, followed by Sunday





EXPORT MOKE



Harry and Glenda have had plenty of adventures in the Moke and have no intention of stopping.

TECH SPEC

BODY

1972 California Special Export body shell. Tubular bumpers. Full rollcage. Resprayed custom orange (close to original Export Cadiz Orange).

ENGINE

Metro 1275cc A-plus.

TRANSMISSION

Standard four-speed manual.

SUSPENSION

Rubber cone. Standard Export spec with extended rear radius arms to accommodate 13 inch wheels and tyres.

BRAKES

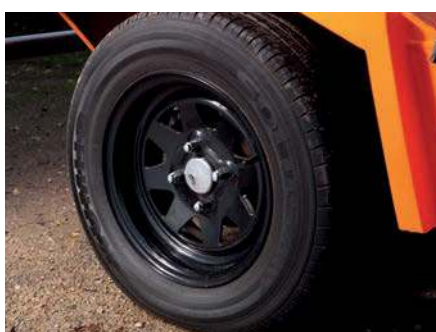
Standard single circuit. 8.4 inch discs, 7 inch drums.

WHEELS AND TYRES

Weller eight-spoke steel wheels with 185/70R13 Kuhmo Solus tyres.

INTERIOR

Standard Moke seats retrimmed in black vinyl.



lunch at the pub, where I'd keep badgering him to sell it to me! Well, one Sunday, he finally cracked - "£800 and its yours" - SOLD!" Harry was delighted.

However, Glenda had no idea that Harry had bought it and was secretly enlisting the help of one of the locals to spray it Buttercup Yellow (her favourite colour) from dingy white and generally tidying it up. "Unfortunately, one of our customers, whilst chatting to Glenda, suggested that he challenge her to a race - his Mini Cooper against her Mini Moke" Harry laughs. "What Moke?" Glenda asked. "So the cat was out of the bag! But I

was so pleased. We couldn't wait to get going in it."

Harry hadn't just bought any old Moke. The car was in fact an Australian built 'Special Export' more commonly known as a Californian after the market it was destined for - and not to be confused with the later, mainstream production Californian model. Unique to the model were the rear mounted Austin Healey Sprite fuel tank, different lighting and luxury of luxury, two-speed wipers.

The couple have both had their fair share of Minis over the years and Harry's love of Mokes started young, "I was 15 or



For a bit more urgency, the standard engine has given way to a Metro 1275cc unit.



"This was the first Moke Gary ever worked on... first and last..."

16 years old. I'd learnt to drive when I was in the army cadets and the TA taught me how to drive an Austin Champ Jeep around the parade square. When they were building the A1M outside my house, I spotted these little green "jeeps" being driven around the building sites by the surveyors. After some negotiations, I got to drive in one, chauffeuring the surveyors around on Friday evenings and Saturday mornings! I was in my element... there was no 'elf 'n' safety back then!"

One of Harry's favourite Moking memories is taking his out on the Nürburgring. The chairman of the Mini Moke Club, Richard Crowe had a vision

to take both his Moke and his partner out onto a racing circuit, but couldn't do it without his Moking buddies. So for IMMM (International Mini Moke Meet) 2019, 25 Mokes took a road trip, driving all the way to the infamous German track before pelting round it at speed. Harry had the time of his life and was especially amused at the reaction from the young lads in their expensive race cars who were all awe struck by the procession of Mokes.

Harry and Glenda have enjoyed many Moking trips over the years, including some particularly happy memories of going away camping with their two children throughout the 90s and early

2000s "When the kids used to sit in the back they used to roar. They thought it was hilarious!" Glenda grins.

OFF ROAD

It was finally garaged in 2006, due to work pressure. When the doors were re-opened in 2016, they discovered a lot of rust and decay and their very own little Moke Garden! So it was decision time – scrap it or save it, but they were far too attached to it to consider parting with it.

The Moke went orange in 2017, when they enlisted the help of top spanner man – Gary Tingey. He worked his magic, blending old panels with new ones – all supplied by Runamoke, along with other parts. They wanted to keep the Moke as original as possible and this meant a lot of research and decision making.

"This was the first Moke that Gary had ever worked on... first and last, he

EXPORT MOKE

HISTORY OF THE MOKE SPECIAL EXPORT

Australia made far more Mokes than anywhere else (a staggering 35,000 compared to England and Portugal's 15,000), but none of them were ever officially imported to the UK. Some Australian Mokes were brought over to the UK during the 1970s and early 80s by private individuals and dealers, but only three exist that, like Harry's, were built to meet the early 1970's US Federal Vehicle Specs.

The factory coded YD030 was developed to meet an order for 100 Mokes from the US Virgin Islands – so they had to meet Californian emission and safety laws (requiring the 1275cc engine from the Austin America with its charcoal canister and exhaust air pump). Safety improvements included replacing the fuel tank with one from the Austin Healey Sprite and moving it to the rear, side repeater lights front and rear, hazard warning lights, separate parking lights and turning indicators, reversing lights and two-speed wipers.

When the Virgin Islands order fell through, the 100 Mokes that were ready to be exported were converted to right hand drive and released in Australia as the Californian Moke. In Leyland Australia literature they are also referred to as Emissions Control Model (Export) and Moke Special Export. These days they are usually called Export Californians to mark them out from regular export models and the 1977-1982 Californian models. They were released to dealers in December 1971 and the marketing team at Leyland called them the Californian to give the model youth appeal.

As the Leyland Australia records were lost at the time the factory closed, there are no production figures available but it is believed that around 900-1000 were built.



Moke would have originally had leery patterned vinyl trim.



All that you need and nothing more.



"It's so nice when you get the weather in this country to really enjoy it"

reckoned! It was a bit of a beast – everything had to be jigged and fitted in. He's a very talented guy! I knew my place" Harry remembers "I was chief tea maker, and in charge of rubbing down, sourcing parts, feeding the cat and being a general gopher, while Gary got on with the resto! There was no fancy spray booth – the restoration took place in a barn with pigeons for company and an old farm cat that nailed anything that moved."

PARTS CHASING

To get the Moke looking as good as it does, meant a fair amount of hunting for

parts, sourcing items from Australia, USA, Canada and as Glenda remembers so well, the auto jumbles "He's had me trawling round auto jumbles all over the place! He knows how to treat a girl!" She laughs. "And after all these years of grabbing his arm to prevent falling out, Harry has treated me to a new grab handle, for our wedding anniversary... and they say romance is dead!"

"Gary is a true perfectionist. He wouldn't let this one go until he was completely happy with it. He's over the moon with how it turned out... we all are." Gary isn't the only one who has paid




Harry and Glenda don't need an excuse to drive the Moke, and full weather gear means a spot of rain doesn't bother them!



attention to detail in getting this Moke looking exactly right.

Harry and Glenda sourced parts from all over, the seats and sumpguard were from Australia, and the Land Rover MkI indicators are from the States. "It was easy to source parts, it's all available. The worse things were those orange lamps as they are off a MkI Land Rover," Harry says. "The lens are from Phoenix and the backing rubbers are from Boston!"

The couple are certainly making the most of the Moke, since the restoration

and they have no intention of slowing down. They are active members of the Mini Moke club. "They always pick really good routes. It's great fun when there is a convoy. You'll get an old boy saying 'I haven't seen one of them in 40 years and 20 come along all at once!' It's so nice when you get the weather in this country to really enjoy it," Glenda says. They have plans to take it to Alsace and Bamberg this year. Wherever they go, they are sure to have a brilliant time in their beautiful rare Export Moke. 

THANKS TO:

Richard Crowe at the Mini Moke Club.

Family membership to the Moke Club is just £32 a year, and includes five issues of 'Moking' magazine a year, Moke Club organised events each month, free historical research and valuation, great discounts, insurance advice and technical support. www.mokeclub.org



www.sealey.co.uk



Request your copy from our website or view online for more offers.

Winter 2019

PROMOTION

Valid until 29th February 2020

6.5A 9-Cycle 6/12V Compact Auto Smart Charger

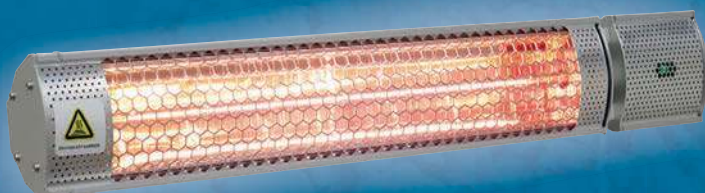


- Dual voltage smart charger and maintainer ensures that the battery is kept fully charged and ready to use for extended periods of time.
- Charges and maintains conventional lead acid, AGM/GEL and lithium batteries.
- Reverse polarity protection.
- Battery Range: 1.3-200Ah.
- **Model No. AUTOCHARGE650HF**
- List Price £64.95

£49.95 EXC. VAT

£59.94 INC. VAT

2000W High Efficiency Infrared Short Wave Wall Mounting Heater



Includes Remote



- A totally dry heat, no condensation, no gas, no fumes and no smell.
- Controlled by push on/off switch or via remote control (batteries not included).
- Suitable for indoor or outdoor use (IP65).
- **Model No. IWMH2000R**
- List Price £159.95

£109.95 EXC. VAT

£131.94 INC. VAT

10W COB LED Rechargeable Torch with Wireless Speaker

NEW PRODUCT



Wireless



- 500lm and 250lm with a runtime of 4.5hr/12hr.
- Light produces a beam distance of up to 50m.
- IPX4 Protection, Water Resistant.
- IK06 Impact rated.
- **Model No. LED50WS**
- List Price £49.95

£34.95 EXC. VAT

£41.94 INC. VAT

Subscribe to our newsletter at www.sealey.co.uk

The Mk1 Mini Martini competing on the Nürburgring.



THE OUTER LIMITS

RING MASTER

Born at the Nürburgring circuit, the Martini Mini ACS came to life with a racing pedigree. But the sole example of this German Mini based sports cars was crashed spectacularly in '66.

Words and Pictures Jeroen Booij

Much has been said and written about the Nürburgring. The racing track, hidden deep in Germany's scenic Eifel forest since the 1920's is famously dubbed 'The Green Hell'. At nearly sixteen miles long, the winding circuit climbs over huge differences in altitude and through no less than 73 daunting curves with eerie names such as 'Galgenkopf' (Gallow's Head), 'Flugplatz' (The Airfield) and 'Bergwerk' (The Mine). As well as a race track, it's one of the world's most famous testing grounds for motor manufacturers - but you can also famously drive the circuit yourself.

There have long been rumours of the circuit being shut down for safety

reasons, but to this day you can still buy a ticket for 22 euros and try to beat the 'Ring record. Be warned though - it has claimed many lives over the years. Racing driver Jackie Stewart once said, "When you got back to the pits you just thanked God you were in one piece. Anybody who says they liked the original circuit is either telling a fib or they didn't go fast enough."

KIT TRACK

It may surprise you though, that the Nürburgring also has a fair share of Mini derivative heritage. In the 1960s all the well-known Mini based cars made it to this track. The Deep Sanderson 301, Unipower GT, Mini Jem, Mini Marcos, Cox GTM, Fletcher GT and Gitane GT

were all raced here. But what not many people know is that a Mini Cooper S based sports car was even built within the circuit's boundaries.

It was created in the garage that is now the Nürburgring base of BMW Motorsport, which was owned by a man named Willi Martini in the 1960s. Martini started his career in 1951 with the German manufacturer Veritas, which was then based in the old garage at the Nürburgring track. When BMW took Veritas over in 1953, Martini retained his job, eventually running the premises.

He sold and tuned BMW cars from the garage and also carried out high speed tours on the track for speed freaks wanting to see it from the passenger seat. He raced a BMW 700 but decided a

On its first outing, the Martini came home third despite using standard tyres and unproven engine.



Designer Uwe Bahnsen takes a closer look at the Martini.



car of his own design, based on the 700, could do better. Working alongside German Ford stylist Uwe Bahnsen, he came up with a sleek sports car with lightweight fibreglass bodywork in 1963. It was of course heavily campaigned at the Nürburgring.

But when BMW announced it would stop production of the 700 in 1964, Martini went looking for an alternative. He teamed up with Dieter Mohr, who ran



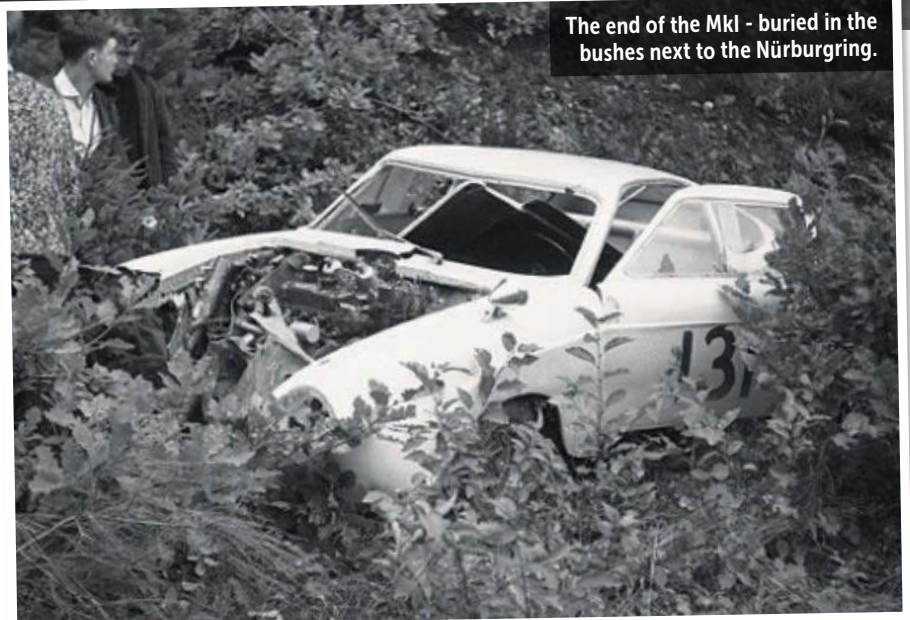
an Austin dealership in the village of Giessen. In just one week they had built the Martini Mini ACS (for Austin Cooper S) with 1275cc power and a lightweight fibreglass body, which used an Austin grille placed upside down.

FIRST OUTING

It was raced by the Mohr brothers, Dieter and Manfred. Manfred Mohr was the first to give it a go when it wasn't even fully finished but entered at a very wet Hansa-Pokal race in 1964. He came 3rd on standard tyres and an engine that had not yet been run in properly.

Racer John Aley later thrashed the car around the 22.8km-long track at 10:50, setting a respectable average speed of 126.33km/h. When it made it to the 500km race in September 1964, John Cooper happened to be there too and showed a real interest in the car. Martini now thought there may well be a market for the Martini Mini. Brochures were printed and the prototype continued to be entered in races.

Later that year, the car had an off and it ended up in the bushes surrounding the Nürburgring. It was badly damaged,



The end of the MkI - buried in the bushes next to the Nürburgring.

mostly at the front. Martini decided it was a good opportunity to rebuild it with some modifications, especially as it had some cooling issues. He got rid of the Austin grille and seriously enlarged the air scoop on the bonnet.

The next racing season the MkII version, now painted British Racing

Green rather than white, appeared at the Nürburgring once again. It was raced on two occasions in 1965 before disaster struck during the 1000km race of June 1966. During the race, the Martini Mini ran out of petrol and stranded driver Ralf Juettner - he dangerously decided to push it back into the pits. ➔

THE OUTER LIMITS

The Mini Martini MkII featured a redesigned nose to aid cooling.



John Cooper showing interest when he encountered the ACS.



An Abarth, travelling at high speed at the end of the long straight, was unable to avoid the stricken Martini. The impact somersaulted the Mini into the parking area and totally wrecked both it and the Abarth. Fortunately the driver was unharmed, as he was standing next to it at the point of impact – he may not have been so lucky had he still been in the driver's seat.

The spectacular wreckage spent some time in Martini's showroom before being scrapped. Production of the Martini Mini never took off, so the sole example now lives only on pictures. Willi Martini started to concentrate on BMW-based formula cars afterwards. He passed away in 2001. 



Not much survived after the Martini was hit by an Abarth.





We're looking for the very best Minis to feature in *Mini Magazine*, so if yours has what it takes, email gerard.hughes@kelsey.co.uk

GET FEATURED IN MINI MAGAZINE

See your
Mini in
print
MAIL NOW!



Is your Mini something special?
A one-off? Or is there a unique story
behind it? Tell the world and get
your pride and joy a
professional photoshoot.

www.facebook.com/minimagazine

MORE ROAD TIME, LESS RAMP TIME...!



USE CODE 'LOVEMYMINI' FOR 5% OFF YOUR ORDER

HOT PRODUCT

ELECTRONIC IGNITION CONVERSION



**FROM
£34.95**

- REPLACES POINTS & CONDENSER
- SIMPLE, EASY TO FIT
- FIT AND FORGET - NO MESSING!
- IMPROVED STARTING
- IMPROVED IDLING
- KITS AVAILABLE FOR MOST CLASSICS
- OVER 30,000 SOLD WORLDWIDE

ELECTRONIC IGNITION KITS FOR MINI:

MINI W/ LUCAS DM2..... KM2
MINI W/ LUCAS 23D OR 25D.....K2
MINI W/ LUCAS 45D OR 59D.....K4

£14⁹⁵

**BEST
SELLER**

8mm HT Leads

Performance double silicone. Built to the highest standard. Available in Black, Blue, Red, Green, Yellow & BumbleBee.



£24⁹⁵

**BEST
SELLER**

Viper Ignition Coil

Advanced oil free technology. Traditional looks, modern performance. Available in Silver / Black / Gold.



£49⁹⁵



£69⁹⁵



23D Distributor

Top entry distributor cap. Available as Points, Electronic and Positive Earth.



£39⁹⁵



£69⁹⁵



25D Distributor

Top or side entry distributor cap. Available as Points, Electronic, High Energy and Positive Earth. 998cc / 1275cc specific curve.



£31⁹⁵



£64⁹⁵



45D Distributor

Top or side entry distributor cap. Available as Points, Electronic, High Energy and Positive Earth. 998cc / 1275cc specific curve.



£44⁹⁵



£69⁹⁵



59D Distributor

Top entry distributor cap. Available as Points, Electronic, High Energy and Positive Earth. 998cc / 1275cc specific curve.



£69⁹⁵



£69⁹⁵



65D Distributor

High energy to replace factory fitted late model Mini / Metro.



£94⁹⁵



£94⁹⁵



Ignition Bundle

Electronic distributor, ignition coil, HT leads. Mix and match from our range of distributors, coils and leads to suit your car.



**BEST
SELLER**

NEED LARGER QUANTITIES? ASK OUR TEAM ABOUT OPENING A POWERSPARK IGNITION TRADE ACCOUNT.

POWERSPARK
ELECTRONIC IGNITION LTD

VISIT POWERSPARK.CO.UK OR CALL 01527 889 453

Powerspark Ignition Ltd, Unit 16, Sanders Road Industrial Estate,
Bromsgrove, Worcestershire, B61 7DG | sales@simonbbc.com

Mini TECH

The essentials for keeping your Mini on the road.

82 ASK THE EXPERT

Our tech experts answer all your Mini technical queries.

86 PRODUCTS

The latest selection of parts and goodies to lavish upon your Mini.

89 WORKSHOP

The Downton GT is stripped and prepped ready for the new paint.

94 OUR MINIS

The latest from our Mini fleet, this time featuring the cars of Tim, Gerard, Jeroen and Joe.

BEFORE STARTING



The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear – goggles, gloves, ear defenders, masks and a set of overalls – are hanging on a hook in your garage and use them wisely.

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts.

TOOLS REQUIRED:

Jack, axle stands, torque wrench, bleed kit (clear pipe & container), fresh brake fluid, brake cleaner, pliers, hose clamp, spanners and sockets as follows; hub nut 1 5/16 inch AF,

calliper bolt and disc to drive flange 9/16 inch AF, flexible hose 5/8 inch AF.

Time Taken: ½ Day

Thanks to: Sleaford Mini Centre
01529 460049
www.sleafordminicentre.co.uk



TECH:

HIT THE BRAKES

Keeping your discs and pads in first rate condition is vital to your safety. Luckily, changing them is a easy fix.

Keeping your brakes in tip top condition is one of the most important aspects of classic Mini ownership and should get the same amount of attention as say engine tuning or styling. On a classic Mini doing this sort of work at home is completely acceptable assuming you have the required tools and the relevant know how. If you feel it's something

deteriorate due to the elements as the disc surface will rust and corrode, especially if the car is stood outside for any length of time and this can cause uneven and premature wear of the pads.

The pads will normally wear out first with one, two or possibly even three sets being used before the disc itself will require

“The brake callipers should have a relatively long life span”

beyond your current capabilities try asking a friend who does to help you or failing that, consult a Mini specialist.

The main part of any cars braking is done by the front brakes and this is why the old-style drum brakes were replaced at the front with the now common disc brake arrangement when the Mini's power output began to increase, yet the rears have remained essentially the same.

During use, the disc and pad surface will obviously wear away, the rate of wear is dependent on how you drive your car and how many miles you do in it. They can also

changing. If either component is used when past its best then it will quickly damage the associated parts so they must be changed as soon as the problem is diagnosed. Don't leave this up to your MoT tester to tell you, it's important to carry out regular inspections yourself looking at both the pad thickness and condition, and the same applies for the discs themselves.

The brake callipers should have a relatively long life span and should not need changing as regularly as the rest of the components. However the rubber seals can deteriorate, especially if the brake pistons become

Words and Photography Jon Betts

corroded so be sure to check these as well. If the callipers start to leak you will very quickly find yourself with no brakes at all, not something you want to happen whilst out on the road!

BED IN

When working on the brakes remember to always jack your car up safely ensuring the handbrake is on and the wheels are chocked to prevent the car from rolling. A suitable axle stand should also be placed under the subframe on the side you are working on before attempting any work on the car.

Once you have fitted the new pads, discs and callipers you will need to bed the brakes in. For the first few hundred miles avoid hitting the brakes too hard and bed them in gently. On the first trip out ensure the brakes feel OK and stop the car before venturing onto the road, if things don't feel right then get them sorted before you take the car out! **mini**

MUST HAVE TOOL

One of the most important tools in your toolkit is the torque wrench. This particular item allows you to tighten any nut or bolt to a pre-set torque rating. This is needed in just about any mechanical job you undertake from replacing discs and pads as shown in this feature to more complex work on the engine such as removal and refitting of the cylinder head. Failure to tighten certain nuts and bolts correctly can lead to premature wear or complete failure of an item so it is extremely important to get it right.

Prices for a good torque wrench will vary but expect to pay anything from around £25.00 upwards. As with any tools, get the best you can afford and ensure that the range available covers everything you will need on a Mini up to a maximum of 150 lbf.ft. This will normally mean a ½ inch drive ratchet so you may also need a 3/8 inch reducer to fit all sockets.



Jack the car up and support it on a sturdy axle stand placed under the front subframe. The road wheel can then be removed and ideally placed under the car as a secondary safety measure. Before jacking the front of the car up, a handy hint is to slacken the wheel nuts just a quarter of a turn, this will make removing them with the car raised up much easier.



Here you can see the disc which is bolted to the drive flange and held in place by the large nut in the centre. The calliper is attached to the swivel hub via two bolts which can be found on the rear of the hub.



To start with you will need to remove the large split pin that is used to prevent the hub retaining nut from coming undone, with the obvious consequences. Fold the pin straight and then with draw it from the nut using a pair of pliers. This will be replaced with a new item so don't worry about damaging it.



You will now need to undo the front hub nut using a 1 5/16 inch AF socket. You will need someone to apply pressure to the front brakes in order to lock the front wheels. Undo in an anticlockwise direction but do not fully remove yet.



There are two pins that secure the springs and pads in the callipers. Flatten the ends of the pins and withdraw these followed by the spring plates. Your new pads should come with new ones.



The pads maybe stuck inside the callipers especially if the disc is heavily grooved. Use some pliers or similar to work the pads free, you may have to force the pistons back into the calliper and then withdraw them both.



To check the condition of the pistons in the calliper depress the pedal a few times to force the pistons out. If yours are pitted and rusty like this then they will need to be changed before the seals get damaged. Also look for any brake fluid leaking out - again, if you see this then change the calliper.



Before you undo the calliper slacken the flexible hose off using a 5/8 inch AF open ended spanner. You should also add a clamp to the hose itself if available to stop any fluid escaping.



You can now undo the calliper from the hub using a 9/16 inch AF socket or spanner. There are two bolts securing them in place, found on the back of the calliper.



Once both bolts are removed you can lift the calliper off the hub and then support it safely out of the way. Do not allow it to hang on the flexible hose as this could damage the hose fittings at either end.

YOU ARE CORDIALLY INVITED TO BROMLEY PAGEANT OF MOTORING

Sunday 21st June 2020

Norman Park, Bromley, BR2 9EF

Bromley Pageant is a superb celebration of all things motoring and provides one of the best opportunities available to soak up Bromley's unique atmosphere of friendly club stands, displays and fellow enthusiasts.

From an Alfa Romeo to VW Karmann Ghia and everything in between, Bromley Pageant is famous for its one-make section where vehicles of each make can be entered and parked together. With a packed trade area, autojumble, live action arena including car parades and a kids zone, come along and join us for a brilliant day jam-packed full of fun for all the family.



BOOKINGS

ONE MAKE PARKING (Pre 2011 Only) - ☐

Entry for Driver and 1 Passenger

Until 31st March 2020

Per Car - £10.00 (+ £1.37 booking fee)

From 1st April 2020

Per Car - (£12.00 (+ £1.52 booking fee))

SPECIAL DISPLAY - ☐

Entry for Driver and 1 Passenger

Tractor ☐

Stationary Engine ☐

Military ☐

Commercial ☐

Hot Rod & Custom ☐

Per Car - £7.00 (+ £1.14 booking fee)

CARS FOR SALE (Pre 2011 Only) - ☐

Entry for Driver Only

Per Car - £25.00 (+ £2.54 booking fee)

Additional Passenger Tickets

Adult - £12.00 (+ £1.52 booking fee) ☐

Child (aged 5 - 15) - £5.00 (+ 0.98p booking fee) ☐

Under 5's are FREE

No Required

VEHICLES DETAILS

MAKE	MODEL
REGISTRATION	YEAR

YOUR DETAILS

Contact Name
Address
Post Code
Email
Tel No
Mob No

Post Forms -

Bromley Pageant of Motoring

A-ME Event Management,

The Fairways, Roman Bank, Holbeach

Clough, Spalding PE12 8DH

Buy Online -

www.bromleypageant.co.uk

Phone -

07375 554 420

PUBLIC TICKETS -

Book online at www.bromleypageant.co.uk or phone on 07375 554 420

CLUBS -

Entry for 2 Adults and 2 Children aged 5-15

Per Car - £7.00 (+ £1.14 booking fee)

Additional Passenger Tickets

Adult - £12.00 (+ £1.52 booking fee)

Child (aged 5 - 15) - £5.00 (+ 0.98p booking fee)

Under 5's are FREE

For Club Bookings please contact

bromleypageant@a-me.co.uk or call 07375 554420 to register your club.

If you are already registered please contact your Club Admin for the booking link and access code.

PAYMENT DETAILS

Please complete payment section below (please note we do not accept cheques or postal orders).

If you would prefer us to call you for your card details please leave this section blank

Please debit total amount £ from ☐

☐ Visa

☐ MasterCard

☐ Maestro

Card Number

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

Valid From

<input type="text"/>	<input type="text"/>
----------------------	----------------------

Security Code

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------	----------------------

Expiry Date

<input type="text"/>	<input type="text"/>
----------------------	----------------------

Issue Number

<input type="text"/>	<input type="text"/>
----------------------	----------------------

(Maestro only)

Please use one form per vehicle (vehicles must be pre-2011)

Tickets will be issued by email during the week before the show.

BOOKING DEADLINE: 7th June 2020 for postal entries, 14th June 2020 for online entries through www.bromleypageant.co.uk



11

You can now fully remove the hub nut followed by the wedge shaped washer; you may need a small screwdriver to fish this out. You should then be able to slide the disc off the car.



12

With the disc now on the work bench, you now need to separate it from the drive flange. Undo the four bolts that hold it in place with a 9/16 inch AF socket and ratchet.



13

Clean the mating surface of the drive flange with a wire brush and then fit the new brake disc, failure to do this could mean that the disc comes loose in use. Using your torque wrench tighten each bolt to 42 lbf.ft.



14

Before the disc can be fitted onto the car it will need to be cleaned using a special brake cleaner which can be bought from most motor factors. This removes any dirt from the disc as well as the protective coating applied by the factory.



15

We are now ready to reassemble so to start with we removed the old calliper and fitted the new one. Remember to replace the copper washer that sits between the hose and the calliper.



16

Slide the drive flange and new disc onto the hub and refit the wedged shape washer and nut to hold everything in place. You can then place the calliper over it and refit the two securing bolts just finger tight for now. ➔



17

The flexible hose can now be fully tightened before any fluid leaks out so use your 5/8 inch AF open ended spanner to nip the hose up a final $\frac{1}{4}$ turn.



18

The calliper will also need to be tightened correctly so you will once again need your torque wrench, this time set to 35-40 lbf.ft and fitted with a 9/16 inch AF socket.



19

The new pads can now be fitted but first you need to apply some copper grease to the back plates. Do not use standard grease as this will melt and contaminate the brakes and be sure not to get any on the pad surface. This should prevent the brakes from squealing in use.



20

Once coated with the grease slide them into place, you may need to push the brake pistons back into the calliper if there is not enough room. Do the same with the second pad.



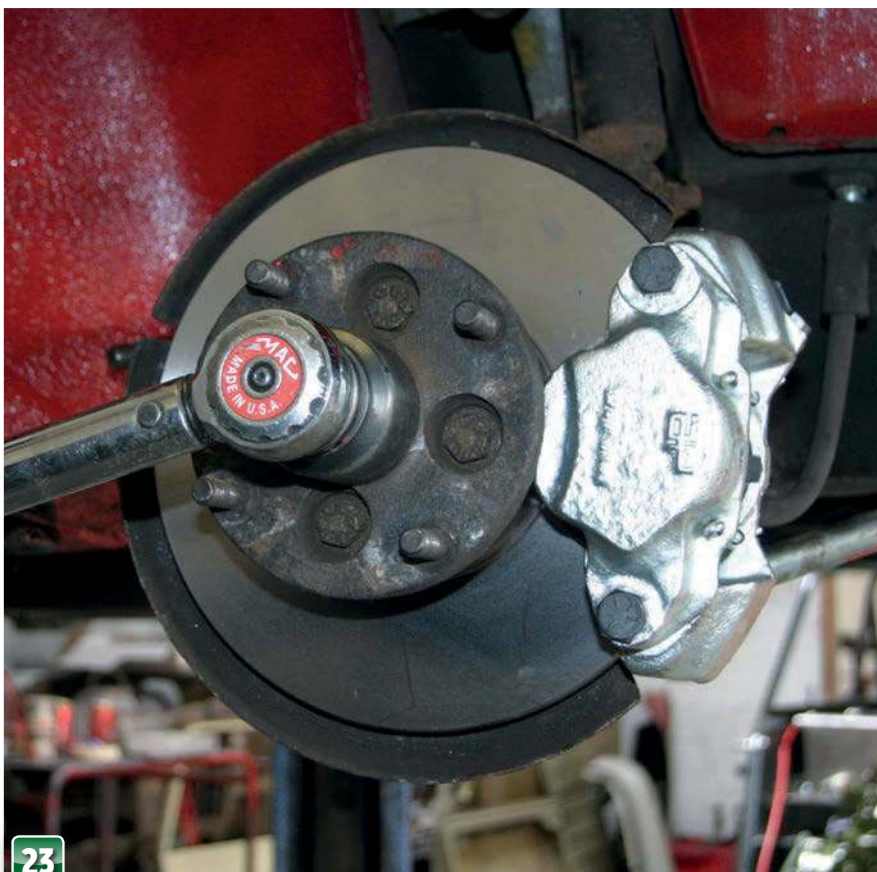
21

Fit the new spring plate in position and then slide in the two long split pins. The ends of these will need to be bent apart to stop them from sliding out in use.



22

As you have disturbed the brake hoses you will need to bleed the braking system. Use a short clear pipe on the bleed nipple and open this whilst an assistant depresses the brake. Lock the nipple before the pedal is released and repeat until all air bubbles are expelled, now top up the fluid reservoir.




23

The hub nut will now need tightening using the torque wrench set to 150 lbf.ft. Have an assistant depress the brake pedal, or alternatively replace the wheel and lower to the ground and tighten the hub nut accordingly.



24

Tighten to 150 lbf.ft then round to the next suitable split pin whole, never undo it to find the nearest hole. Install a new split pin, bending over the ends to prevent it from coming out in the future. 

DISC WORLD

The discs should be checked for wear and corrosion. This car has obviously been sat for some time and the corrosion on the steel disc is now extremely heavy and would result in uneven wear on the new pads and therefore needs to be changed.

Likewise if the disc is heavily worn or scored then replacement will be necessary. It is possible to have a disc re-skimmed to provide a smooth surface but due to the cost of replacement items now it simply isn't worth the trouble.



Ask the expert

Your Mini questions answered by our experts.



THE CONVERTED

Q I've owned Minis for many years and have enjoyed taking my cars up to various states of tune. For road cars, I've always appreciated that you can only go so far with modifying the A-Series before it becomes undrivable but I find I'm increasingly drawn to the idea of fitting an alternative power plant and going for some really big bhp figures.

After seeing a number of alternative engines in cars featured in Mini Magazine, the choice feels a little bewildering – what would you recommend for a fast road conversion? And do I need extensive engineering skills to convert a car, or can I simply buy a bolt-in kit?

Giles

A As you point out, engine conversions have become the way to go when it comes to building big power Minis. We'd argue that not all highly tuned A-series engines are peaky, untractable monsters but there is a limit, and to get really high bhp figures, you're talking about a lot of highly specialised components. When you compare this with the likes of the Honda Type-R engines which give close to 200 bhp



"We'd argue that not all highly tuned A-series are peaky, intractable monsters but there is a limit"

straight out of the box, you start to understand why some Mini owners see this as a very attractive option.

There are a lot of factors to consider before you settle on a type of engine, or for that matter, conversion. They range from mild to wild, some owners try to preserve as much of the original car as they can, to the point that the Mini is easy to return to standard at a later date

should they so wish. At the other end of the scale, you'll find rear engines and space frames.

From cars we've seen recently, the Honda VTEC (B18, B20 type) seems to be a firm favorite. The Vauxhall family engines, including the formidable C20XE twin cam (aka Red Top), are not quite as easy to locate any more but are a great choice if you can find a good one at a reasonable price.

Motorbike engine conversions continue to be very popular and they're very effective in the Mini thanks to its lightweight. We test drove the Vtechbusa conversion in the December 2019 issue and came away very impressed. This conversion has been engineered to be bolt in and reversible. Z Cars are also a very established name, and offer a range of conversions, including some incredible space



TAKE THE LEAD

Q I have just bought my first Mini – it's a 1991

998cc Mayfair. The previous owner has left a bottle of lead replacement additive in the boot. Is it a good idea to carry on using this, or is it better to have the engine converted to run on unleaded?

Jason

A We're not too sure why the previous owner of your Mini was using a lead

additive. As it was built in 1991 it should be absolutely fine to run it on unleaded fuel – all A-Series went to unleaded fuel compatibility from 1990 onwards. As a double check, refer to the engine numbers listed below and see if they correspond with your engine – for the uninitiated, this is on the small silver plate on the top right hand side of the

engine block, directly beneath the thermostat housing. These are all the lead-free compatible engine prefix numbers:
99H/G30 or G31 or G32 or G33
99HF15 or F16
99H/E20 or E21 or E22
99H/D81
LBB10089
LBB10175



CLOCK WATCHING

Q I have recently purchased a Mini City E on a C-plate, and the only disappointment is the dashboard arrangement.

I love the old centre speedo setup, but my car has the small two clock dash, directly in front of the driver.

Converting to the centre speedo looks too involved, but I'd like to at least fit the three clock binnacle with the rev counter. Is this a

straightforward swap over or will I have swap the wiring loom, or add additional wiring?
Greg

A All you will need for the conversion is a set of clocks with associated mounting brackets and the PCB (printed circuit board) still attached to it that has the rev counter built in. The clock set will have to come from a pre-1990 car as the wiring loom and water temp/fuel gauge

regulation were sorted differently on the post-1990 cars. The earlier cars had separate voltage regulators for the gauges screwed to the back of the clock whereas the later Japanese-type clocks have the regulators built into the gauges.

The brackets are slightly different as they bolt to the front bulkhead – the third clock moving the bracket to a different position along the bulkhead, requiring a



shallower bracket to maintain the correct clock pod angle. The PCB is needed as this carries the extra connections to make the rev counter and clock illumination work.

framed machines.

We'd suggest getting along to a few shows – both the companies above are regular attendees at big events, along with a host of other specialists. Talk to them, but also wander around the show and talk to owners who have carried out their own conversions. There's no substitute for hearing from those who've actually built and driven these type of Minis.

RUBBER UP

Q I own a 1998 Cooper Sports Pack which has been off the road for a couple of years. It was in need of some bodywork and while that was being done, it was good opportunity to make sure that the mechanical side was all in good order.

Before the Mini is returned to the road, I would like to replace the tyres – it has Dunlop SP3000s fitted.

When I last drove the car, I remember that I wasn't too impressed with the grip in wet weather, but they were OK in the dry.

As I use my Mini daily I'll be needing a good all-round tyre. Which tyres would you suggest that are good in both the wet and the dry?

Lee

A Dunlop SP3000s haven't been available for a long time, so we'd strongly recommend replacing the tyres before you venture out on the roads again. Tyres deteriorate over time, and even if they still have plenty of tread left and have done relatively few road miles, performance is going to be compromised. The rubber degrades over time, leading to reduced grip and on really old tyres, the risk of cracking and total failure can't be ignored.

The main problem with the performance of 13 inch wheels with 175/50 tyres is that there's just too much tyre on the road for a car the weight of a Mini. They simply do not generate enough heat to work properly, which is accentuated by wet weather as this cools the tyres right down to virtually cold. The lack of weight also causes water dispersal problems from under the tyre.

When the Sports Pack wheel and tyre combo was launched for the Mini, there was a lot of tyre choice available from most

of the big tyre manufacturers. In recent years, as the demand for 13 inch tyres has diminished, tyre choice has become quite limited. At the time of writing we could only find Yokohama and Nankang tyres listed in 175/50R13 size.

LUMPY

Q My Mini has been fitted with a Metro engine. The guy I bought it from said it was a 1275 Metro Sport but it has the same inlet manifold as an MG Metro, a 12G940 head, and even though I was told the cam is standard, it's very lumpy at tickover. Over 4000 rpm it's really quick.

Everything I've tried to smooth out the idle has failed. I've checked for inlet air leaks, the carb has been replaced and the plugs, leads, coil, cap and rotor arm are all new.

Is it possible that the engine has had a performance cam fitted, and can I check this without removing and stripping the engine?

Other than the idle, the engine is in really good shape but I'd still like more power. Would a gas flowed cylinder head be worthwhile, and as I'm not sure of its origins, replacing the cam with a fast road type?

Martin



A The Metro Sport used the same engine as the MG Metro, hence the slightly lumpy idle. The camshaft is quite a sporty profile for a standard factory job, having the inlet lobe profile of the old 997 Cooper cam and the exhaust profile of the old Leyland Special Tuning 731 cam.

The lumpiness can be smoothed out by resetting the valve clearances to 0.014 inches on the inlet and 0.017 inches on the exhaust, both set with the engine stone cold. This also improves power output.

The standard power output of one of these engines is usually around 70-74 bhp at the crankshaft. This can be usefully boosted to around 85-88 bhp by fitting a decently modified cylinder head and 1.5 rockers – preferably the roller-tip-type in the interests of longevity, along with an LCB and replacement K&N cone-type air filter and free flowing exhaust system.

Cone filters can be noisy, ➡



Rollover Jigs.com

AUTOMOTIVE HANDLING SOLUTIONS

For Cars & Commercials
Classic Restorations



Mini Jigs

Starting
from
£270.00

OVER 8000 ROLLOVER JIGS SOLD!

Call Tom 07969 681328 or David 07828 912986

We also sell castor kits and shell dollies



LOSING INCHES

Q Is it possible to fit 10 inch wheels to a Mini that was built with 12 inch wheels? Do I have to change the whole braking system, or can I get away with just buying a few parts?

Mike

A The main problem with going down in wheel size is one of space; there is not much to spare within the 10 inch wheel rim. This obviously causes problems with alternative brake set-ups, limiting what can sensibly be done. With the

right tools and some engineering know how, it is actually possible to fit 10 inch wheels over the 8.4 inch brake disc set-up.

The 8.4 inch discs would need to be machined down in diameter (to 7.5 or 7.9 inches dependent on callipers used), a spacer would have to be machined up and fitted between the drive flange and disc to move the disc back towards the car centreline using new, longer bolts. Then you would need to fit one of the alloy four-pot calliper sets that are available.

What actually needs to be

replaced are the discs, callipers, drive flanges and drive flange bolts.

You could search around and find a secondhand set of the 7.5 inch-type disc brakes and callipers, but we'd strongly recommend that unless they come from a known source and you're 100 per cent confident that they're in perfect condition, that they are fully overhauled. To add to this, you'll then need to purchase the drive flanges, drive flange retaining screws, discs and brake callipers for the new set up and fit them.



As you can see, choosing either of these routes, the costs will soon mount up. Most Mini specialists list a 12 to 10 inch brake conversion kit, and in reality, these represent great value for money. They contain all new components, ready to fit and a guaranteed result.

so if you prefer just fit a K&N replacement element into the standard air filter casing and remove the hot air intake pipe. The standard inlet manifold is very good so doesn't need replacing. Going this route, you will need to fit a new carb needle to sort out the fuelling. A BCE would be a good place to start but to really get the best from it, the engine will need to be set up on a rolling road.

LOOSE GRIP

Q My 1.3i Cooper constantly spins the left-hand front wheel when the throttle is floored. It is especially pronounced when trying to accelerate through slow left-handed corners but will even spin that wheel when accelerating hard in a straight line. The car is an absolute nightmare to drive in the wet as the left wheel will spin even on light throttle.

The engine isn't standard – it's 1330cc with all the right bits and should be pushing out about 85-90 bhp at the wheels. The suspension is fixed negative camber 1.5 degree bottom arms, Avo dampers set at four clicks, adjustable tie-rods and Adjusta-rides. The car is fitted with 6x12 Image Split Rims.

Is it either as simple as the

unequal length of the driveshafts combined with the extra power, or could the diff be the problem?

Could I also ask if you have any tips on tracking down why the engine has blown every oil seal? My first thought was a blocked breather but with the other problems I've had with this engine I'm fearing worn piston rings (despite the engine only having covered 5000 miles). Is there a way of telling without dismantling the engine?

Stephen

A Oil seals only blow out if there is excessive pressure pushing against them from the inside. In the case of the engine this is caused by excessive crankcase pressure from excessive combustion blow-by passing the piston rings. The rings may be worn, the bore size incorrect for the car's use, or the rings may not have bedded-in properly from new. It may be that excessive fuelling during the running-in period has caused bore-washing to occur (the problem where extra fuel washes all lubrication from bores and rings, causing the

rings to overheat and become detensioned).

The loss of grip on that one wheel may be caused by insufficient damping. Try raising the damper settings a click at a time to see if it helps. It's not common on a road-going Mini in a straight line unless you are using excessive throttle to launch but it is more common when cornering.

The inside wheel goes light when the car rolls in the corner, a loss of weight on the wheel causes it to light up. Eventually it will wear the diff pin to the point where it may fail. Fitting a twin-pin diff assembly is always a good idea when uprating the standard engine.

Check the suspension over to make sure it is all functioning correctly, especially the top arm. Make sure it hasn't seized. The bearings have been known to seize on the shaft, preventing the suspension from rising or falling. When you hit the accelerator, weight is transferred rearwards, the front of the car lifts, and if the arm is seized, the weight will be raised off that wheel. Loss of grip is the result.

Having fitted adjustable

height suspension, you may have a massive corner weight problem. Setting ride height using adjustable platforms can cause a huge difference in weight carried by each corner of the car. Having insufficient weight on one corner will certainly cause the problem you are experiencing.

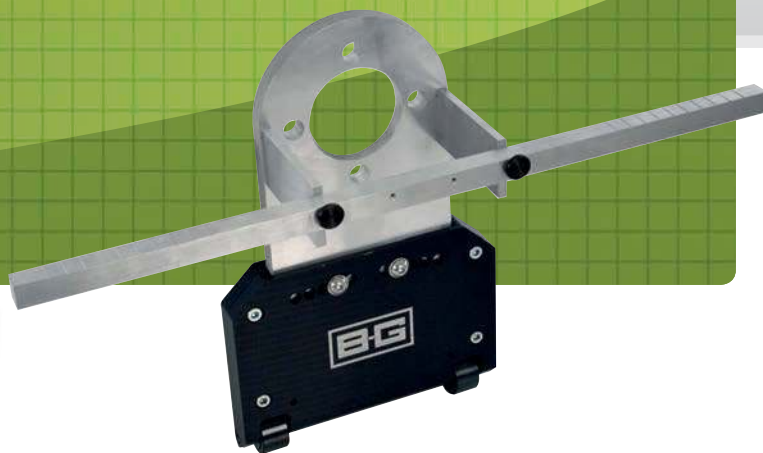
The presumably wider split rims can exacerbate the problem by reducing the side wall flex in the tyre, again helping to reduce available grip.

I seriously don't think your engine spec is putting out sufficient power/torque to create torque steer. Try the damper adjustment having checked the suspension is OK, check the ride height and consider having the corner weights set. 



Products

The latest Mini products



B-G RACING HUB STANDS KIT

£2393.99

This system replaces the vehicle's wheel and tyre set, thereby giving access to carry out a complete suspension and alignment set up. The vehicle does not need to be lifted and the need to roll the vehicle on and off scale pads to unload the suspension after adjustments is eliminated. The B-G Racing Hub Stands are height adjustable to suit different tyre diameters and can be supplied with a variety of multi-drilled plates to suit different vehicle bolt patterns.

● 01268 764411

● www.b-gdirect.com



GUNSON TOOLS STATIC WHEEL BALANCER

£175.26

This simple to use static wheel balancer lets you quickly and easily balance your wheels in the home workshop or garage. Static balancing ensures the tyre is balanced around its circumference, even as it deforms with speed, temperature and pressure. This reduces vibrations at high speed and enhances tyre tread life.

● 01926 815000

● www.gunson.co.uk



MINI SPORT 2020 CALENDAR

£10

Make 2020 a fantastic year with this high quality A3 250gsm silk paper, limited edition Mini Sport 2020 calendar. Each month shows a Mini image from the 2019 Season from Mini Sport. Included on the calendar are the provisional dates for the UK Mini shows Mini Sport will be attending. FREE with orders over £100, while stocks last.

● 01282 778731

● www.minisport.com

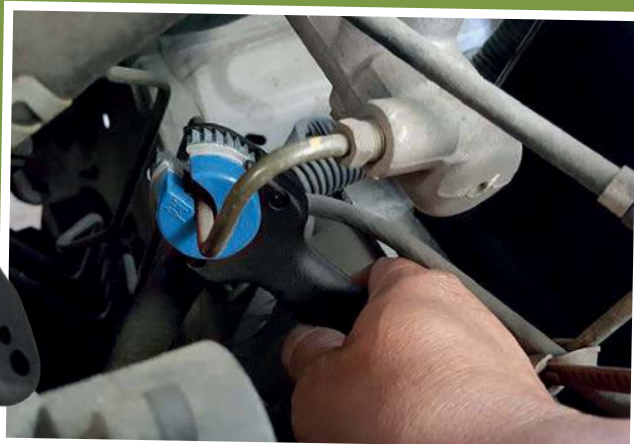
LASER TOOLS BRAKE PIPE CUTTER

£36.58

This new self-adjusting Mini brake pipe cutter solves the problem of limited clearance with its ratchet mechanism. Simply slide the cutter over the pipe — the handle gives excellent leverage and even if the space is really restricted, a few turns of the handle will quickly and cleanly cut straight through.

● 01926 815000

● www.lasertools.co.uk



MINI SPARES 6X10 MINATOR WHEEL

£61.20

Mini Spares now produces its own wide-track ten inch wheel for classic Minis and kit cars that use this small diameter fitment. The Mini Spares Minator wheel features a flat fronted rim design and eight rounded spokes. In addition it has a 55mm chrome centre cap with 40mm centre logo area.

- 01707 607700
- www.minispares.com



VETECHBUSA TORQUE STEER REDUCTION KIT

£840

Eradicate Torque steer with this kit! Allows wide rubber to be used without handling problems, especially relevant to high power cars with LSDs. Billet CNC machined upper suspension arms 53mm longer per side and associated components. Contact Vetech to learn how this works and what the kit includes.

- 01298 213810
- info@vetechbusa.co.uk



KING DICK OPEN END WRENCHES

From £4.74

Hot forged from chrome vanadium steel, these wrenches are precisely machined, heat-treated and nickel-chrome plated. Available in: metric: 4 x 5mm to 55 x 60mm, AF: 3/16 x 1/4 inch to 2 3/16 x 2 3/8 inch, Whitworth: 1/8 inch x 3/16 inch to 1 3/8 inch x 1 1/2 inch and BA: 0BA to 10BA.

- 01675 467 776
- info@kingdicktools.co.uk



MINI SPARES GEAR SELECTOR MOUNTING BUSH

£4.50

This new version of the Mini Spares Rod Change Gear Selector Mounting Bush uses a polyurethane material rather than rubber. The new Mini Spares bush is firmer, stronger and resistant to oil contamination so has a far longer service life than the original rubber version. Suitable for all classic Mini rod change gearbox mechanism housings.

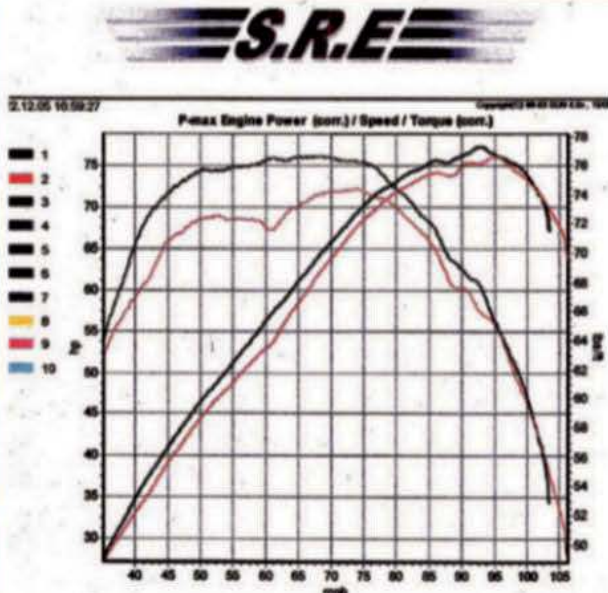
- 01707 607700
- www.minispares.com

NEW EXCITING MANIFOLD & EXHAUST DEVELOPMENT



STAGE II LCB + RCM EXHAUST SYSTEMS

Having improved the design and performance of their highly successful LCB and in conjunction with top racing engineers, Maniflow has now turned their attention to the exhaust system, by creating a Reverse Cone Megaphone set up similar to the race version but in a road configuration, thus creating a better BHP but more importantly a much improved torque and power curve.



This has been done on the manifold, by enlarging the middle pipe, which creates a type of Vortex, simulating a pulsing effect similar to the outside pipes and on the exhaust system by using a Reverse Cone Megaphone (RCM) to create similar back pressures.

Available at all Maniflow suppliers or direct on 01722 335378

Please see our new updated website

www.maniflow.co.uk

Beware! Chinese copies of the original LCB are now being offered, remember good products are often imitated but imitations are rarely good!



Words and Photography Gerard Hughes

PROJECT GT

WHAT LIES BENEATH

After spending every spare minute spent stripping the Downton, it was time to go further and check under the paint...

It had taken a lot longer than we'd expected. Stripping the Downton GT back to a bare shell wasn't something we'd thought we would do in an afternoon but as we'd taken great care to dismantle the car and note all of its little peculiarities, the process had consumed

serious corrosion, it would have been necessary to consider replacing whole panels. But thankfully, other than a few stonechips on the front end and some light surface rust just starting in the rear wheelarches, the rest of the shell was completely rust free.

"Damp storage and mild steel are not happy bed fellows"

many weeks. When you're talking evenings and weekends, it's incredible how long this can take.

With the bodyshell cleaned off and laid on its side, the first task was to repair the damage to the boot floor. Water damage in storage had caused serious but thankfully, very localised, rot which was cut out and replaced with fresh steel. If we had found any more

Gav Parish, our bodywork man in chief, had decided that if the car was going to be stripped down to enable a full respray, any potential problem areas needed to be fully investigated before any new paint started to go on. So even though it looked good, Gav thought it wise to at least clean off all underseal and seam sealer on the floors, sills, wheelarches and boot floor. Cue face

masks, goggles, old overalls and two angle grinders fitted with heavy duty cup brushes.

Using something this heavy on anything other than perfect steel could be disastrous. It's a brutal way to strip any coatings off but at least we knew that it would show up any weakspots. After a couple of hours, we both looked as if we'd been caught in a freakish blue grey snowstorm as we were covered in underbody seal debris, but the underside of the Mini looked like new. Nothing to see here...

Another problem area we had identified in the initial stages was the joint between the glassfibre tail section of the car and the steel rear quarters. This runs diagonally from the bottom rear corner of the back window to just behind the wheelarch, where the rear vertical seam would usually

terminate. The tail section was not only bonded in place but had also been rivetted on. These rivets were starting to show through the paint – damp storage and mild steel are not happy bed fellows. We feared that the rust may have taken a hold in the rear quarter panels.

It was with some trepidation that Gav started to flat the rear quarters with a body plane. Our expectation was that as soon as the top coats of paint were removed, we would see rust coming through. But as the plane did its work and Gav achieved a perfectly straight body side, there was nothing but base coat and a little old filler.

It was a bit of mystery why there were undulations in the panel – they may have

always been there – but we're now happy there isn't any rusty horrors lurking beneath the surface.

Next job was to re-apply the seam sealer and underbody protection that we had so recently – and so thoroughly – removed. With the shell back on its side, these were applied with air fed guns for that factory look. Seam sealer was not only used in the obvious places, such as along the length of the sills and heelboards, but was also used around the various brackets on the boot floor and battery box to prevent moisture finding its way in. With this done, a new coat of underbody seal was applied.

The shell was now ready for the final stages of paint prep. Any areas of rust

were carefully treated – rubbed down, neutralized with Ferton and then refinished. Only when we were happy that every last trace of the brown stuff had been eradicated did the bare spots get a coat of etch primer. This is nasty stuff, but does exactly what it says on the tin and etches itself to the metal for the best possible bond.

The whole shell, inside and out, was then subjected to the lengthy process flattening down. Where practical, Gav did this with a DA sander, but some areas, there's no choice but to do it by hand. Hard, boring and very time consuming it may be, but if you don't put the effort in at this stage, it will certainly show in the final paint finish. **mini**



1

Rust damage in the floor was cut away. Thankfully this was very localized and the majority of the panel was in perfect condition – having to replace complete panels would have turned this into a very different resto.



2

A fresh piece of steel sheet was all that was needed. Tacked and then seam welded into place, the seams were knocked back flat with a soft wheel, ready for seam sealing and then paint.



3

To make sure there was zero chance of corrosion rearing its ugly head later on, it was decided to strip the complete underside of old paint and sealants. A few spots of surface rust were uncovered in the wheel arches.



Too much protective gear is just about right in this situation - old underbody sealant after its been shredded by a wire brush tends to get everywhere.



Gav reckoned he'd never seen such a clean shell, but this was no doubt down to the fairly limited road miles the car had completed since the build in the mid 90s. Heelboard, sill ends and floors all perfect.

Two men, two angle grinders with heavy duty cup brushes and a lot of protective gear. Messy, hard work but well worthwhile in terms of ensuring longevity of the finished car.



Gav takes a body plane to the unsightly bulges along the join between the steel rear quarter and the fibreglass tail section. This revealed nothing more than paint and filler, not the rusty horrors we'd expected.



A compressed air fed gun was used to apply the seal sealer. This makes the whole process almost mess free but also gives the job a factory look. It may be hidden underneath but it should be done right.



It was not only the panel seams which were sealed - all floor mounted plates and brackets were also given the treatment. Any chance of moisture finding its way between two metal surfaces was to be prevented.



10

First sections of underbody seal being applied, this time with a 'Schutz' gun. This hi-tech rubberised sealant may not be period correct but it gives the underside a highly protective and durable covering.



11

Right back where we started, and awaiting a new coat of paint. Without the luxury of an oven, each coat had to be given time to cure in ambient temperatures which in most cases ran to days.



12

Even when you think it's completely stripped down, there's always one more thing... we'd forgotten all about the bonded-on fiberglass front 'bumper'. Heat from a hot air gun and some firm pressure were required.



13

On our improvised mixing table, Gav prepares etch primer to tackle any areas of bare metal around the shell. This is well worth doing as the primer makes an incredibly strong bond with the surface.



14

The long and laborious process of flattening down the old paint. Not so bad on large areas where a DA sander can be used, but some must be finished by hand. Hard work here pays off handsomely in the final finish.



15

At this point, the original wheels returned from the blasters. Aside from some pitting, they looked good to be reused. Final finish was yet to be decided upon at this stage.



16

Regular MM contributor Martyn Morgan-Jones and son David pop in to check on progress as Gav makes final preparations before the high build primer coats are applied. **mini**

The Classic MK1 is designed and built by a team of independent engineers to the original specifications



CLASSIC MK1 BODY SHELL

Hand built to original specification and customer order

The latest Mk1 (galvanized) body shell with a built in roll cage with the passengers safety in mind.

Body specification, Mk1 (galvanized) body shell fitted with aluminium doors, bonnet & boot-lid with a 10 year body warranty.

We can paint the body shell with six coats of colour of your choice and under body protection with a 10 year body warranty.

We can supply and build the total mechanical train to your specification with 5 year mechanical warranty.

ORDER YOUR BODY SHELL NOW - YOU DON'T PAY UNTIL YOU SEE THE BODY SHELL FOR YOURSELF.

LIMITED EDITION BUILD, FIRST COME FIRST SERVED

We will be opening our new fully equipped body and mechanical workshop in February 2020, for part or full restorations.

For further information and how to order please e.mail

enquiries.classicmk1bodysells@mail.com

The Worlds Leading Historic Mini Specialist



Swiftune Classic
Mini Quaife ATB



Heritage Die Cast
Pistons



Swiftune Mirror
Brackets



SW5 Camshaft
Rebuild Kit

www.swiftune.com

+44 (0)1233 850843 | sales@swiftune.com

Swiftune



Tim Harber

Contributor
www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but have concentrated on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-come-toy (last out with a seven-port motor). 1965 1295 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, and is now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

MINIS OWNED

1961 Racer
1965 FIA spec racer
1967 Woody Estate
1974 Mini Marcos
1992 Rover Cooper



Steve deciding what to remove next.



Back to Plan B...

Tim thinks ahead and makes some plans for the Biota.

It's that "What shall we do next year" time. We put my historic racer to bed including putting it on its Avon tyres for the winter and thought what to do. With all the focus on racing last year, the Biota had got ignored – we got it running, took the engine out as we mistakenly thought it needed a refresh and then ground to a halt with Goodwood on the horizon.

I wanted to change the gearchange as the original system was unusable if I ever wanted to change gear in a hurry – it goes in through the top of the gearbox which means that the gate is in effect lying on its side, and none too positive. I fancied circuit racing it, but that would involve cutting the body off the steel frame it lives on, and putting a custom built roll cage in.

Not having that much money or commitment, as I had a 1300 power unit on one side using the lovely simple rod change

gearchange, we dug the car out and proceeded to take it apart to investigate what makes it tick. I've trawled the internet for detail and came to the conclusion that we will have to learn from scratch.

I've decided to see if we can get it running with a semi-grunty lump in it, see how it handles and see if there is a chance of hillclimbing it. I have to say I am daunted by hillclimb regulations – they are so picky about detail but I guess I will have to spend hours trawling through regs. In any situation, a 1300-engined front wheel

drive Mini based sports car is going to be pitched in with Elans and similar "proper" sports cars, but I have to take inspiration that a Biota won the BARC hillclimb Championship in 1972. The make-up of the car is great – it's about the same length as a Mini saloon but spaced out more and you sit in effect further from the front subframe, where the rear seats would be but six inches lower.

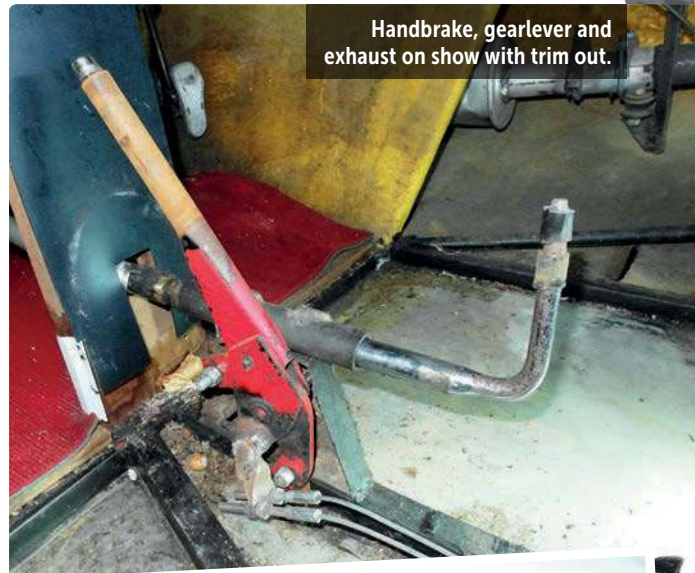
We took the seats and trim out first – seats are basically a sheet of aluminium with a bar to hold at the

Looking good at Blyton 2018.

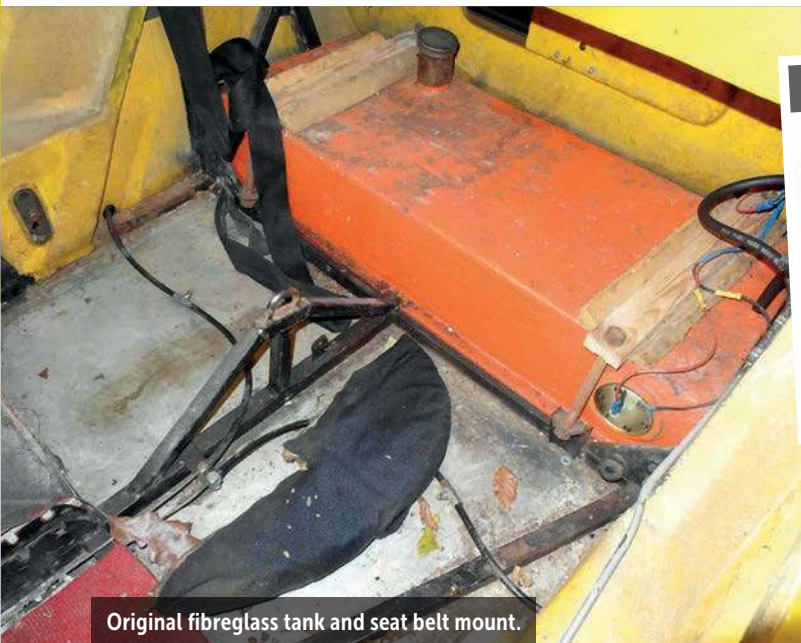




Lots more removed - note exhaust running to the right of the driver.



Handbrake, gearlever and exhaust on show with trim out.

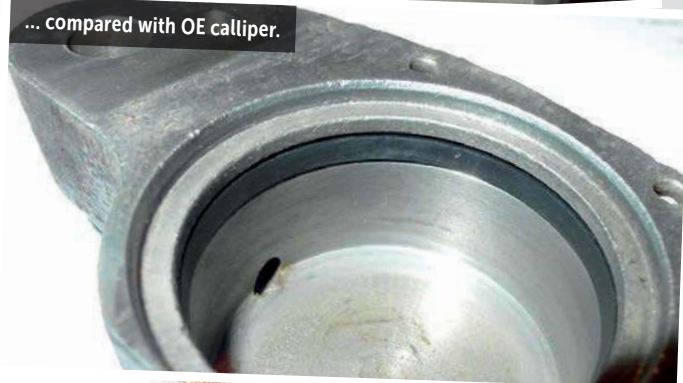


Original fibreglass tank and seat belt mount.

Non OE calliper seal bulging...



... compared with OE calliper.



"I am going to end up a consumer champion unless I am careful"

upper and lower ends with a thin fabric-covered foam on top. You are wedged in between the inner end of the radius arm shaft on one side and a pillar that holds the seat belts on the other. The mouse that had tried to use it as a base in storage was thus deprived of the cosy home that a saloon makes...

The fibreglass fuel tank is then on show, so I expect that will have to be changed. Also showing is the exhaust on its way from the engine bay to the side of the car where it exits, so another thing to cover up if I'm to go for the stripped-out racer approach.

The other fun we had this month was finding another brake related problem. We were asked to rebuild a fellow historic racer's S callipers and found the repro seal kits are now no good; too big on the main seal which means the piston won't go back in without pulling the seal about and tending to rip it. I have always found the UK made repro ones (which used to come from Cornwall of unlikely places) were fine, but now we are getting some imported stuff that's just not quite up to scratch. At this rate I am going to end up a consumer champion unless I am careful. 



The racer gets a tyre change and is tucked away for winter.



Gerard Hughes
Editor

MINI LIFE Been into Minis for as long as I can remember. Worked on the first issues of Mini Magazine in 1996, and was editor from 1997 to 2001. Never been too far away from Minis, the scene or the magazine.

MINI SPEC Standard 1969 Riley Elf with lots of rust, split seats and mostly functioning mechanicals.

MINIS OWNED

Quite a few over the years MkI 1275GT, van, several estates, Status 365 and many cheap and cheerful saloons.



Fantastic Plastic

The Elf gets a new garage mate, and this one is guaranteed rust free.

A couple of issues back in this column I was pondering the possibility of another project, and had been drawing inspiration from recent feature cars. With the Elf on the fleet satisfying my classic/standard needs, I would like something that would lend itself to some modification and perhaps the chance to take to the track – most specifically at Mini In The Park at Mallory, but also to try out some sprints and hillclimbs.

Regular reader, Scott Harrigan, got in touch and asked if we'd managed to track down anything suitable, as his father, Clive, had a project that he might be willing to move on to the right home as they had too many projects on the go. This was no exaggeration – they have already had their Volvo Turbo Z-Cars Mini and a concours Moke featured in these pages, and have plenty more currently in various stages of build.

The car in question was a GTM Rossa MkII. I've always been a fan of GTMs (short for Grand Touring Mini), and the original coupe has to

rate as one of the prettiest Mini based specials ever. The Rossa was an evolution of the original concept, launched in 1986 but still featured two Mini front subframes with the engine mounted just behind the driver. Like the original, it utilised a host of Mini parts but the styling was brought up to date and it also incorporated a removable roof.

Scott told me that his dad had bought the GTM around eight years ago, had done some work but never

got it finished. It now needed paint and recommissioning, but was complete, apart from the keys which had been lost in the intervening years. For what I was thinking of, it sounded perfect.

After making sure we could get the car transported back to base, a deal was struck and the GTM arrived a few days later. With the short winter days and magazine schedules, we've only managed to get half a day to look over the car so far, but it all



Clive had bought the GTM as a project but like so many of us, he had too many on the go.

To do list

1. Source some keys and an ignition barrel.
2. Get the GTM up and running.

Rather than borrow a trailer, we took the easy option and had Haydon Transport collect the car for us.



Interior features MGF seats, a Mini 1100 Special steering wheel and several boxes of spares we've yet to sort.



The GTM has a MG Metro engine fitted, which coupled with the low weight should make for great performance.



The Mini parentage is obvious in many of the components used, including the fuel tank under the front cover.



Not sure of the make of the wheels, but the elderly Firestone tyres will need to be replaced.




"The original coupe must rate as one of the prettiest Mini based specials"

looks really promising. The car not only demonstrates how well designed and manufactured these GTMs were, whoever did the original build has done it well, with great attention to detail. For our purposes, the car's light weight coupled with the MG Metro engine it has fitted, plus all round disc brakes and fully adjustable suspension should make for a quick, tidy handling car.

The car will need to be repainted as the gel coat finish has completely degraded but this is an opportunity to give the GTM a new look. Inside

there are MGF leather seats and a Mini 1100 Special steering wheel which look great but we'll see if that changes as the project progresses.

First jobs will be to replace the steering lock/ignition switch and get the car started – Clive had it running until recently but the lost keys meant that he was no longer able to fill the fuel tank – and then start to make it fit for the road. Painting fibre glass requires the attention of a specialist so I'll start to investigate what might be involved there. I can't wait to get my hands dirty on this one! 



The blue rope is the engine cover release – the keys have been lost in storage so that's one of the first jobs that needs doing.



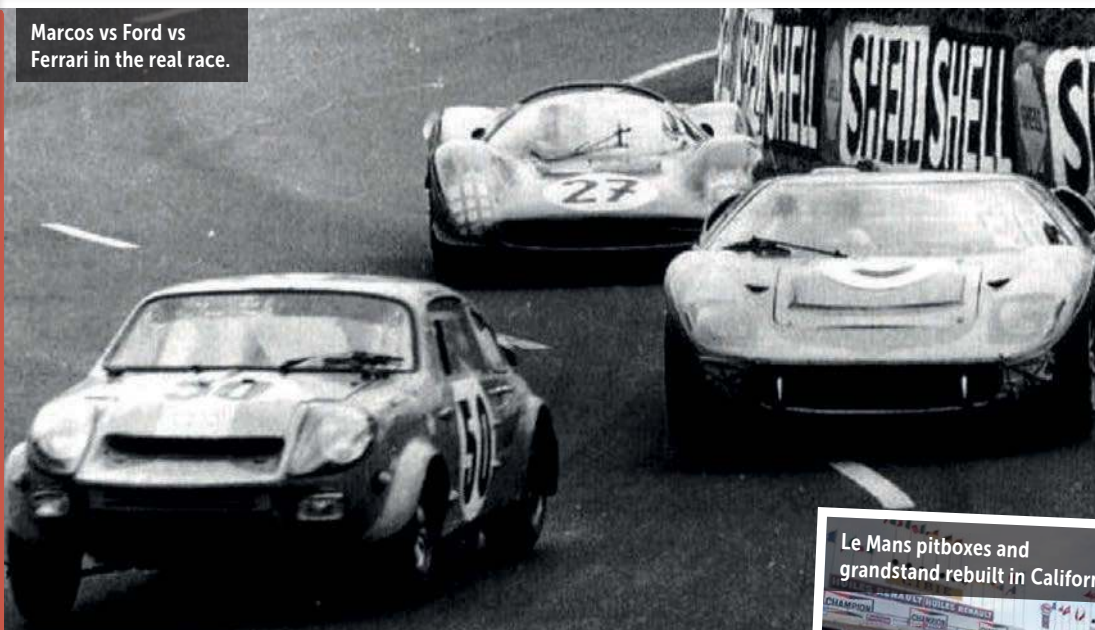
Jeroen Booij
Maximum Mini writer

MINI LIFE My first car was a Mini, and many more followed, but the focus became more and more on kit cars and specials, and more and more on researching them rather than owning them. I've tracked down several long-lost obscurities and wrote three books on Mini-based vehicles so far, known as the Maximum Mini trilogy of terrors.

MINI SPEC 1966 Le Mans Mini Marcos. This car came with a 1289cc Cooper 'S' engine, AEA649 camshaft, AEG480 crank, AEG163 head, AEG333 gearbox casing with straight-cut close-ratio gears, SU H4 carburettors, double radiators and much more but is now a bare shell!

MINIS OWNED
1966 Le Mans
Mini Marcos

Marcos vs Ford vs Ferrari in the real race.



The big picture

Le Mans pitboxes and grandstand rebuilt in California.



Hollywood recreates the Marcos' most famous moment.

Last November, a Hollywood blockbuster movie I'd been particularly looking out for finally made it to the silver screen. And what an effort they'd made to promote it! Le Mans '66 is all about, erm, the 24-hours race of Le Mans in 1966. And as you will know by now, my little baby had its finest hour since it was raced, not unsuccessfully, then and there.

Of all the races in the world, the French endurance race of Le Mans may well be the best known. And of all the 24-hour races at Le Mans, held since 1923, the 1966 event is perhaps considered as the best of them all. And not just because the Mini Marcos was in it.

Why then? Well, mainly due to the fact that Ford of America,

manufacturer of bread and butter vehicles, managed to beat the mighty Ferrari of Italy, manufacturer of prestigious thoroughbreds which seemed simply invincible at the time. It's a story often told and clearly one worthy of a movie. It's there now, featuring Matt Damon as Carroll Shelby and Christian Bale as Ken Miles in lead roles.


Admittedly, I had become a real Le Mans '66 anorak and I was afraid the movie could only disappoint – I mean, I already knew how it ended. But actually I loved it. Yes, the story is romanticized and Hollywood-esque. But much of it actually happened the way it was filmed.

And the filmmakers did a terrific job in recreating the 1960's atmosphere, too. In order to recreate the pit boxes and grandstands on Le Mans' start/finish line (known to have been completely rebuilt in the early 1980s), the track was largely reconstructed in Southern California. Many of the racing scenes were filmed there plus on other American racetracks and public highways – Le Mans was after all a road race (hang on, you

can see yellow lines, which you wouldn't find anywhere in France – anorak mode off).

Naturally I wondered: would there be any place in this film for a tiny little 1289cc Mini Marcos that found its way into the real race back in '66? There wasn't. I did see a Mini at one point (a 1970s MkIII for crying out loud...), but we both know that the little racer, run by a tiny team of enthusiasts became the darling of the crowds and came home at an incredible 15th overall in between these monsters of power, speed and fortune.

To quote one of the two drivers of the '66 Marcos, the late Claude Ballot-Lena from an old interview, "When the big cars passed us, you felt a wind movement that almost sucked you off the track. We drove the circuit with our eyes nailed to the rear view mirror and our right hand wheels almost in the grass for not to be in their way."

Jo Schlesser, who drove a BRM V8 powered Matra in the actual race was quoted afterwards, "How many Marcoses are there in the race? I keep on passing them!" Well, you and I know there was only one. 



To do list

1. Trial fit parts
2. Find Britax harnesses
3. Paint inside black



The repro press pass given by Renaud Surteauville.

Headline sponsor



FOR THE

ENTHUSIASTS

SPECIALIST CAR INSURANCE WITH YOU IN MIND



01480 400 776

www.lancasterinsurance.co.uk



/lancasterins



@lancaster_ins

Agreed Value Available ✓ Multi-Vehicle Policies Available ✓ UK Based Call Centre ✓ Choice of Repairer

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority.

LS/KIM/HP

GET A SPECIALIST MINI INSURANCE QUOTE TODAY



GRAHAM SYKES 01395 255 100
THE SPECIALIST BROKER www.graham-sykes.co.uk

Graham Sykes Ltd. is authorized and regulated by the Financial Conduct Authority.
Calls may be monitored or recorded to help improve our service.



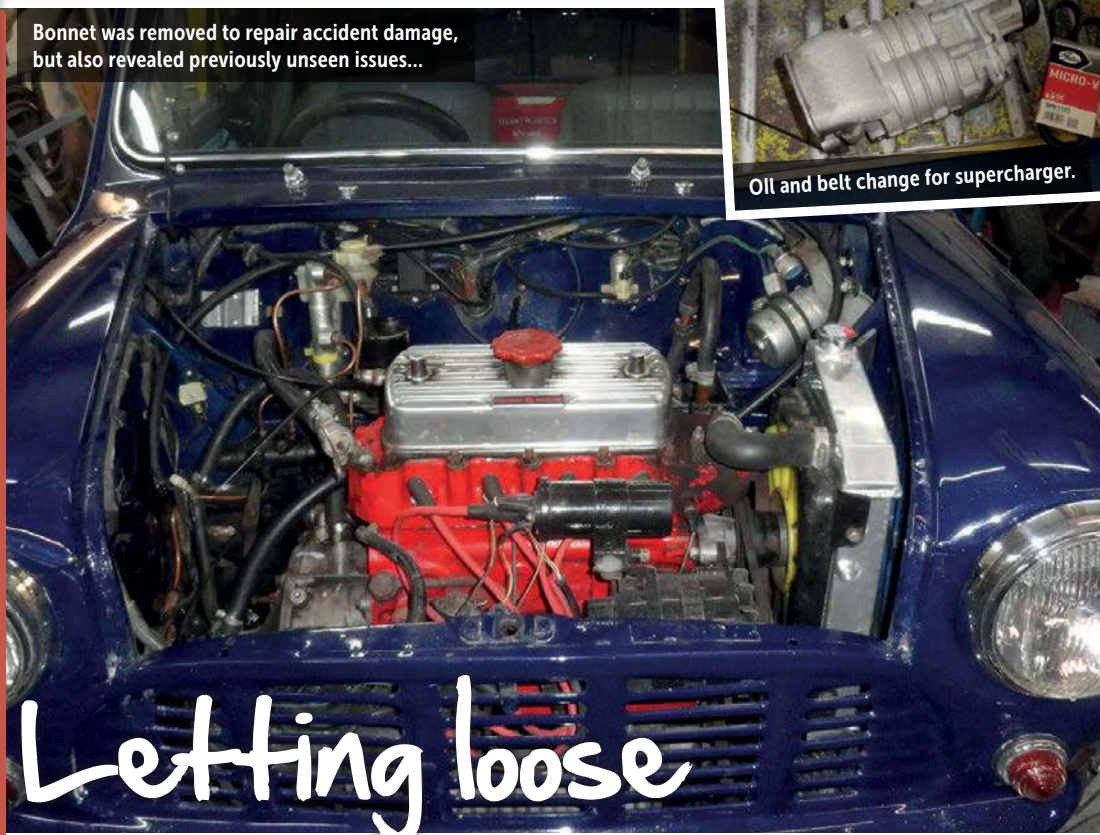
Joe Holloway
Guest Writer

MINI LIFE Brought up on Minis for as long as I can remember, my dad used to race Mini Miglias in the late '60s and early '70s, so I had no chance really! I had my first one at 16 and painted it pearl purple, passing my test in it at 17. I have owned a Mini ever since, the longest being my supercharged Minivan which I bought in 1994.

MINIS OWNED

'82 supercharged
Minivan
Mini Pickup
1275 GT
1964 Mkl with
970 S engine
Several more....

Bonnet was removed to repair accident damage, but also revealed previously unseen issues...



Letting loose

A flying rock sends Joe off on a maintenance spree.

It all started when a large two inch rock dropped off a lorry I was following on the motorway. It hit square on the front edge of the bonnet with a large bang, and I knew it was going to be bad from the noise it made. When I finally got to work and stopped swearing at the lorry and rock, I got out and took a look. It wasn't as bad as I'd thought but it wasn't going to be just touched up. The bonnet would need to be repaired and painted so off it came.

It was while the bonnet was off and the van was being driven in and out of the workshop, I noticed the supercharger belt was a little loose. On closer inspection it wasn't as simple as doing the belt up! To my horror the manifold/charger was moving back and forward about 3-5mm. One of the manifold studs had made a break for freedom and another was loose. It was amazing that it still ran ok with no issues.

We could only put it down to the belt pulling the manifold back towards the head whilst under tension when running. I had noticed the cabin had been getting some

exhaust fumes in but had put it down to the y-piece joint at the bottom of the manifold as it does touch the speed bumps.


The only way to fix it was to take off the exhaust system, and the charger/manifold. With this out of the way I thought it best to replace all the manifold studs and fix them back in place a touch of Loctite. It was at this point that I decided to get on with a few other jobs that I had been meaning to get on with. First the dreaded oil leaks!

With oil drained and driveshafts removed I changed both drive shaft seals and gear change rod seal. These small leaks had been annoying me for ages and with new oil filter and

fresh oil, they were sorted. Next on the list was to service the brakes, both rear wheel cylinders turned out to be partially seized. These were replaced and whilst bleeding I changed the brake fluid in the complete system. Although the brake fluid still looked clean it's always a good idea to change at least every 3-4 years.

The only thing left to do was to change the oil in the supercharger before it all went back together. With this done in short time, I was ready to get it all back together with new gaskets and charger belt.

With repairs now finished on the bonnet, this too was ready to be fitted. A small test drive and all was running well. The brakes were sharper thanks to the fluid and cylinder change. The van is now looking forward to long runs out in the spring and summer months.

All of this work thanks to a small rock hitting the front. Lucky really, looking back I could have been stranded broken down on the motorway with the belt on the charger hanging off. 



Oil and belt change for supercharger.



All manifold studs replaced.



To do list

1. Wait for better weather to get out and enjoy the van!

SIT BACK & ENJOY THE RIDE



When it comes to insurance for your Mini,
Adrian Flux have got it covered.

Our car insurance policy benefits can include: Agreed value,
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote
0800 085 5000 or visit **adrianflux.co.uk**

ADRIAN FLUX

Authorised and regulated
by the Financial Conduct Authority



HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** shop.kelsey.co.uk/mmg
OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO MINI MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
..... Post / Zip code
Country
Daytime phone Mobile
Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename
Surname
Address
..... Post / Zip code
Country
Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.



BEST UK DEAL • SAVE 26% • BEST UK DEAL • SAVE 26%

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £21.99 FOR MY FIRST 6 ISSUES (SAVING 38%).
I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT THE RATE OF £21.99 WITH PAYMENTS TAKEN EVERY 6 MONTHS - UNLESS I WRITE TO TELL YOU OTHERWISE.

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank
Address
..... Postcode

Account name
Sort code Account number

Signature Date

Originator's Id number

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

8 3 7 3 8 3



PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ **UK: 13 issues £58**

☐ **UK: 6 issues £29.94**

☐ **USA / EUROPE: 13 issues £78**

☐ **REST OF WORLD: 13 issues £85**

☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

PLEASE SEND COMPLETED FORM TO:

Subscriptions, Kelsey Publishing Ltd, The Granary, Downs Court,
Yalding Hill, Yalding, Maidstone, Kent, ME18 6AL

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)
INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Offer closes on the 28 February 2020. Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

MMG0120



WHY SUBSCRIBE

- NEVER MISS AN ISSUE
- FREE DELIVERY DIRECT TO YOUR DOOR
- BE THE FIRST TO READ NEW CONTENT
- SAVE MONEY ON SHOP PRICES

OFFER 1.
DIGITAL EDITION
PAY JUST £37.99 FOR
13 ISSUES



TO SUBSCRIBE DIGITALLY VISIT
SHOP.KELSEY.CO.UK/MMG

SUBSCRIBE TODAY

EXCLUSIVE OFFERS FOR YOU!

OFFER 2. UK PRINT EDITION
6 ISSUES JUST £21.99*



NEVER MISS AN ISSUE • FREE DELIVERY DIRECT TO YOUR DOOR

HOW TO SUBSCRIBE TODAY

ONLINE shop.kelsey.co.uk/subscription/MMG0120

CALL OUR SUBSCRIPTION TEAM

01959 543 747 & quote offer code MMG0120

*UK Direct Debit offer only. Savings based on full UK cover price

**Exclusive Importer
& Distributor**

Classic wheels of distinction...
huge range of sizes and designs now available

Trade & Export Welcome...

Tel: 01926 817444
Cornwood Farm, Napton Road
Stockton, Warwickshire CV47 8HU
Website: www.johnbrownwheels.com
Email: sales@johnbrownwheels.com

Sticky Fingers

GRAPHICS STICKERS DECALS

**REPRODUCTION AND CUSTOM GRAPHICS
FOR CLASSIC MINIS**

**THE VERY BEST YOU CAN GET, WITH NO DESIGN CHARGES
BY MINI ENTHUSIASTS....FOR MINI ENTHUSIASTS**

BONNET BADGES

HEATER FASCIAS

BODY GRAPHICS

DIAL FASCIA KITS

INTERIOR GRAPHICS

APPAREL

MINI MECHANIC

GIFTS

WHEEL CENTRES

STICKYFINGERS DECALS & GRAPHICS, UNIT C, HEATHEND TRADING ESTATE, NUNEATON, CV10 7HN
TEL: 02476 346333 MOB: 07894 269 351 EMAIL: MARTIN@STICKYFINGERSDECALS.COM
WEB: WWW.STICKYFINGERSDECALS.COM

**NEW AND
CLASSIC
MODELS**

ACESPEED
MINI SPECIALISTS

HistoricMotorsport

AceSpeed sell, restore & prepare minis for road, rally, track days & race championship, as well as supply spares, advice & commission sales.

Also being a full MOT service station we can repair Minis and other makes of cars at our fully equipped workshop.

We compete and prepare cars for Mighty Mini, Super, Extreme Mighty Mini Championships. Rally, Historic Race, Hill-climbing, Sprinting, Drag racing and Auto Testing. We also provide competition and fast road car suspension set up drawing from our 35 years of experience.

Tel 01274 585803 Mobile 07876 615 324
www.acespeed.co.uk

TO ADVERTISE IN
MINI MAGAZINE
PLEASE CALL
01366 728 488



Auto & Marine Electrical Components

Auto electrical components and accessories for all your vehicle wiring needs. 1000s of parts in stock for immediate dispatch with fast delivery.

- Large range of UK-made cable
- Connectors, terminals, fuseboxes, busbars, switches
- Technical support available
- Website Knowledge Centre for tips and guidance
- Order by phone or online (100% secure)
- Trade enquiries welcome



www.12voltplanet.co.uk

Tel: 01865 236446 Email: sales@12voltplanet.co.uk

[facebook.com/12voltplanet](https://www.facebook.com/12voltplanet) twitter.com/12voltplanet

mini cooper register



A monthly magazine, National Mini Day at Beaulieu, regular events, a strong regional network and tours all help you to make the most of your Mini.

Find out more at minicooper.org or call **01580 763975**

[cooperregister](https://www.facebook.com/cooperregister)

[minicooperregister](https://www.facebook.com/minicooperregister)

CLASSIC CAR INSURANCE

Compare quotes from our specialist insurance brands

Simply match the policy that's right for you and your classic car.

Call us or visit our website and start saving today.

- Our service is completely free
- Quick and easy online quote
- A wide range of policies and benefits
- Flexible payment options
- Buy online 24/7 service



TRUSTPILOT

01708 897 326

www.itsclassiccarinsurance.co.uk

**it's classic car
INSURANCE**

it's Classic Car Insurance Services is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.

minimap

Find your regional Mini specialist using our UK guide.

3 Thomas Classic & Modern
Cwmbran
South Wales

- Restoration
- Repairs
- Servicing

Cars bought and sold
01633 876938
www.thomasclassicandmodern.com

4 McDONALD MINIS
Edinburgh,
Scotland

- Servicing & Repairs
- Welding & Bodywork
- Gearbox & Engine Specialists

0131 665 9889
www.mcdonald-minis.co.uk

1 Paul Marshall
Auto&Spray
Kilrea, Co.Derry

- Panel and Paint shop
- Classic mini restoration specialists
- Parts supply

Tel: 07801298682

2 Cumbria Classic Car Restoration
Penrith, Cumbria

- Bodywork & Welding
- Painting & Re-sprays
- Full & Part Restoration

01768 863 095
Find us on Facebook
www.djautospray.co.uk

7 CHRIS POOL
Pickering,
North Yorkshire

- Service & Repair
- MOT work & Welding
- Engine Rebuilds & Tuning
- Rolling Road tuning and set up

**07957 128229/
07931 324391**

8 MLMotorsport
Kent

- Mini Specialist 19 years
- Engine/Gearbox/ Stock to Race
- Rebuilds/MoT/Service

01474 825123
Find us on Facebook

9 MINIDIVISION
Stockport,
Cheshire

- Repairs
- Restorations
- Servicing

0161 429 7020
www.minidivision.co.uk

10 MIN-ITS
Part of Leacy Classics,
Birmingham, West Midlands

- Extensive parts list
- Full Service, Restoration, MOT Workshop
- Performance Parts Specialist

0121 356 3003
info@min-its.com
www.leacyclassics.com

11 NEWENT BODY
REPAIR CENTRE
Newent, Gloucestershire

- Bodywork & Welding
- Painting & Re-sprays
- Full or Part Restoration

01531 820093
www.newentbodyrepairs.co.uk



12 EAST ANGLIAN
MINI CENTRE
Ipswich, Suffolk

- Repairs, Restorations,
- New and used spares
- Tuning • Accessories and Tyres

01473 740148
sales@eastanglianminicentre.co.uk
www.eastanglianminicentre.co.uk

13 COL'S MINI CENTRE
Redditch,
Worcestershire

- Bodywork & Restoration
- Service & Repair
- MOT Testing

01527 892052

14 Minibits UK
Great Kimble, Buckinghamshire

- Mail order restored genuine parts
- Welding
- Re-spray's & Rebuilds

01844 347 156
sales@minibitsuk.co.uk
www.minibitsuk.co.uk

15 COVENTRY CLASSIC
MINIS
Warwickshire

- Servicing & MoT Repairs
- Full/Part Restoration
- Electrical Fault Finding and Repairs
- Custom Fabrication

07824 552470
cov.minis@gmail.com

16 M&C WHITE
MOTOR ENGINEERS
Tavistock, Devon

- Service & Repairs
- Welding
- MOT's
- Sales

01822 614587

17 ROGER MOORHOUSE
Car Repairs
Norwich

Mini & Classic Car Specialists

- Restoration
- Service & Repair

07711 100 397
01603 423 522 - out of hours
www.classicarrepairs-norwich.co.uk
miniclubman12@googlemail.com

18 THE MINI WORKS
Edinburgh, Scotland

- Bodywork & Painting
- Engine & Gearbox Work
- Parts & Restoration
- Servicing & MOT

07764 196530
www.theminiworks.com

19 THE MINI
RESTORATION COMPANY
Rainford, Lancashire

- Full Restoration, Body repairs, Welding
- Paint refinishing
- Mechanical and electrical work

For Restoration projects
FREE recovery / delivery service available subject to distance
30 day 'No Quibble' money back guarantee.
01744 808900
www.theminirestorationcompany.co.uk
info@theminirestorationcompany.co.uk

20 ARDS ROVER AND
MINI CENTRE
Newtownards

Belfast Bodywork
& Restoration Painting
& Resprays Service &
Repair Parts

028 9181 3337

FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Email: **cars@kelseyclassifieds.co.uk**



Tel: **0906 802 0279**

(Lines open Mon to Fri, 10am-4pm, calls cost 65p per minute plus network extras. Calls from mobiles and some networks may be considerably higher). Service provided by Kelsey Media.



By Post

Kelsey Publishing Ltd,
The Granary, Downs Court,
Yalding Hill, Yalding, Kent,
ME18 6AL



READERS' ADVERTISEMENT COUPON

CATEGORY: ☐ FOR SALE ☐ WANTED
☐ VEHICLES ☐ PARTS ☐ MISCELLANEOUS



ADVERT DETAILS:

Make/Model:

Year: Price: Mileage:

Main Text (no more than 30 words):

.....

.....

.....

.....

.....

.....

.....

.....

Ad Contact Number:

ADVERTISER DETAILS:

Name:

Address:

.....

.....

Town:

County:

Postcode:

Telephone:

Email (optional):

PRIVATE ADVERTISERS ONLY MUST SIGN HERE:

.....

(The goods advertised are not offered by way of trade.)

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales person on 01366 728488.
- Kelsey Media reserves the right to edit adverts that exceed the 30 word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.

- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
 - Advertisements may appear in other relevant Kelsey Media publications.
 - By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
 - No other correspondence can be entered into.
 - Business Advertisements (Disclosure) Order 1977. Dealers and traders are reminded that they are committing an offence if readers are led to believe that goods are being offered by a private seller.
 - ☐ Tick here to receive email newsletters and offers from Mini Magazine.
 - ☐ Please tick here to receive our Classics World e-newsletter and offers.
 - ☐ Tick the box if you are happy to receive this information about other Kelsey publications, events, promotions and products that may be of interest to you.
- For further information please refer to our Privacy policy at <https://www.kelsey.co.uk/privacy-policy/>

AUSTIN

40 LIMITED EDITION



1999, £POA. Quite rare, only 50 made. In white, part of a collection, blue leather interior with leather steering wheel. Please call 07789 555636, Middlesex.
11086

AUSTIN MAYFAIR



1988, 65,190 miles, £3,500. Targa red, MoT May 2020, had for 29 years and garaged. Recent new rear subframe brakes and suspension renewed, any welding that was required. A good solid car. Please call 07950 371790, Lancashire.
11037

AUSTIN MINI



£8,000 ONO. Replaced rubber suspension donuts front and rear with springs (red). Fitted adjustable rear tracking adjustable front tie rods and adjustable front bottom arms. Alloy radiator, with electric fan control. New two piece front end fitted with MOT approved brace bars. Please call 07500 868922.
10800

SUPER DE LUXE



1964, 48,000 miles, £11,900. Unrestored, original, lovely condition. One owner for 54 years. Drives beautifully, obviously as it is original the odd old minor welding repair. Need nothing ready to use and enjoy. Please call 07770 798921.
12314

VAN



1975, £7,995. Tax and MoT exempt. Good all round condition and many new parts. Please call 07746 921761.
12171

VAN 95L



1981, 10,000 miles, £17,500. Stunning original unrestored condition, never had welding or paint and still has original shiny paint in the wheel arches. Please call 07711 373037, Denbighshire.
11920

CLUBMAN

CLUBMAN



1980, £15,000. Honda 1.6 vetc, 182BHP, MSUK rally passport, long MoT, show standard competition car and track can or road rocket. Any inspection velone four sets wheels and tyres. Please call 07946 313923, Somerset.
12311

CLUBMAN ESTATE



£14,950. Show-stopping 1980 Mini Clubman Estate. Mini World project Mini 'Subby the Clubby'. 1330cc, twin HS4 carbs, bespoke Corbeau interior, Dunlop D1 alloys, extensive body restoration, striking paint, minimalist engine bay, running-in miles only Please call 07841 355916.
8822

CITY

1000CC

1991, £2,750. Body has been fully primer coated. Doors, bonnet and boot primed. Engine painted. Nearly all parts cleaned and painted. Stone chipped bulkhead and underside. It has new front end, inner and outer wings, sills, front headlights and valance. Please call 07393 904332, County Durham.
12113

COOPER

CLASSIC COOPER SPI

POA. Breaking for spares. Shell rotten doors will easily go again. Bonnet and boot with a little work. Please call 07855 786988, Greater Manchester.
11216

COOPER



1981, 13,000 miles, POA. Totally original, even has the same tyres it was born with on. Lots of photos on request, very rare in this condition and mileage. Please call 07904 555335.
11993

COOPER



39,650 miles, £7,500 ONO. Full service history from registration including all receipts not till end of July 2020. Original car garaged from new and in good condition throughout Please call 07976 934844.
11247

COOPER



1998, 92,000 miles, £7,500. Engine and gearbox rebuilt, brand new block crank and pistons, lightened flywheel, new clutch, new head and valves, roller tip rockers from Minisport, KandN air filter, gearbox reconditioned by Bill Richards, cream leather interior and brand new wooden dash. Please call 07715 271742, Kent.
11448

COOPER



50,000 miles, £9,999. New everything. Even the cover comes with it (again from mini sport). Kept in dehumidified garage. Everything works just fine as it should. 12 month MoT is of note, leather interior. Please call 07973 444778.
11069

COOPER



1994, £4,995 ONO. Fully rebuilt, new panels, no corrosion, new interior, engine and gearbox are fully rebuilt, Bluetooth media, unit with reverse camera, no expense spared over £3,000 spent. Please call 07951 174292.
10955

COOPER



1989, £2,750 Ono. Flame red, original panels and sills. Runs and drives well, original interior, chrome features added and needs some cosmetic work, worth a look. Please call 07970 273201.
11744

COOPER



98,000 miles, £2,999. Leather seats, manual gearbox, power steering, remote central locking, stereo and CD player, electric windows, alloy wheels, ABS brakes and rear head rest. Please call 02380 766870, Southampton (T).
11484

COOPER



£11,500. Unique custom, professional fresh build. Stage 1.1275, Lamborghini pearl grey/Black pearl, roof and detailing. Show car, never been shown! Absolutely gorgeous, thousands spent, tonnes of new parts and hardly used since completed. Please call 07932 434217.
11547

COOPER



1979, 72,000 miles, £4,995 ONO. Much loved and has been in the family for 35 years. Great runner and great condition throughout with lots of new parts, some rust bubbles on A panels but underneath, floors and boot all solid and MoT to May 2020. Please call 07780 608498, Wiltshire.
11659

COOPER JCW



£9,999. Ex Mini Challenge Engine. Built for track days/trials. Single seat. Roll cage. Road Legal, superb condition inside and out, very low usage. Please call 07921 666890, East Sussex.
11263

COOPER S JCW



2003, £5,000. Multiple optional extras and upgrades, well loved and looked after Mini Cooper S JCW, 225 upgrade with documentation. Please call 07568 179629.
11334

COOPER SPORT LE



£15,995. This example in my opinion is the best colour scheme of Brooklands green with matching green leather interior, carpets and wooden dashboard. The car has an alarm and immobiliser with remote key fob and 2 sets of keys. Please email philiptristram@hotmail.com.
11259

COOPER S



£17,950 Ono. No 918077A MK1 '60s' shell, 1,275 S running gear. Morspeed 1,293cc S, 11 stud, twin SU carbs, synchro S gearbox, Spicer couplings, S discs, oil cooler, twin tanks. 23,200m is warranted. Inside brake pipes/pump. New Minilites/tyres. Perfect. Please call 01628 483539, Bucks.
12312

COOPER S JCW

2003, £5,000. 225 upgrade and multiple optional extras and upgrades, well loved and looked after mini cooper S JCW. 225 upgrade with documentation. Please call 07568 179629.
12162

ITALIAN JOB



1993, 72,000 miles, £4,750. Only 1,750 were made 1000 to the UK market 750 to the Italian, MoT until August 2020. Owned it since 2010. Very good condition. Please call 07519 228096, Surrey.
11694

RS3



2001, POA. Silver body black roof. Stored in garage and in good condition but not used. Please call 07752 730983.
11952

MAYFAIR

MAYFAIR



1992, 69,900 miles, £2,450. Manual, 998cc, Caribbean blue metallic. Minilite wheels with good tyres. Always garaged, runs well and MoT till Sept 2020. Please call 01752 863333, Devon.
11769

MAYFAIR



1988, 65,190 miles, £3,500. Targa red, MoT May 2020, had for 29 years and garaged. Recent new rear subframe brakes and suspension renewed, any welding that was required. A good solid car. Please call 07950 371792, Lancashire.
11037

MORRIS

1000



1986 63,400 miles, £3,500. Blue, Union Jack roof, alloy wheels, many new parts and runs well. Please call 07876 053543, Hertfordshire.
12176

1000



1972, 26,200 miles, £11,495. With very few stone chips the paint work is in excellent condition. Clearly the restoration was very well carried out. The period vinyl seating is in excellent condition and the tan colour complements the harvest gold paintwork beautifully. Please call 07885 742090, Langton. (T)

11374

SPRINT



1960, £7,000. MKIII re-shelling. 998cc, alloy wheels, 'S' brakes, RC40, adjustable suspension and neg camber arms. Bucket seats, HIF44, alloy inlet and alloy rad. Tax/MoT exempt. Please call 07922 471710, West Midlands.

10611

PICK-UP

PICKUP

1979, £4,500. Body work needs attention. Please call 07934 926205, Milton Keynes.

11418

PICK UP



1980, 67,353 miles, £13,950. Based on Fiat panda 4 x 4 MoT 15/08/2020, 13" in alloy wheels, s.s exhaust, load bed and sides alloy tread plate. Please call 07885 808985, Fife.

11576

ROVER

COOPER



1999, 18,000 miles, £POA. One private owner from new. Excellent condition, MoT, garaged. Please call 07444 016386, West Sussex.

11131

RI PROJECT



1989, £2,500 ONO. Project sound shell, small roof repair required, 199 4xv RI engine, loom, clocks, carbs, everything required for project and loads of spares including 2 doors. Please call 07957 469405, Cumbria.

11249

RACING GREEN LE

1989, 89,000 miles, POA. MoT July 20, 60+mpg, low insurance and a suitable first car. Please call 07907 029532 or email deliverance4u4u@gmail.com, NW London.

10947

ROVER COOPER



1992, POA. 12 months mot with no advisories, starts and runs first time, new steering rack gaiter and windscreen wipers for mot, mechanically sound but could do with the front wings looking at as they have visible rust but has just passed MoT with them. Please call 07926 036767, Dartmore.

12018

ROVER MINI



1999, 71,000 miles, £11,000. All parts documented, new sub frames, MoT 2020 August and featured in Mini Mag. Please call 07935 980488, Lincolnshire.

10796

ROVER MINI COOPER 1.3i



2000, 79,000 miles, £3,250. Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.

11065

ROVER MINI LAMM CABRIOLET



1993/94, 20,000 miles, £12,000. Has been dry stored for over 20 years. Only 300 models made. Believed that only 134 exist with DVLA - 18 road taxed and 24 SORNed so a very rare car. Has been fully wax oiled and engine serviced with genuine Unipart parts. Lamm spec (same as ERF Turbo). Body kit, side skirts, wheel arches. Has had paintwork. Please call 07767 427347.

11136

ROVER MINI MAYFAIR



1992, 61,000 miles, £3,250 ONO. MoT August 2020, 13" wide wheels, sport arches, new carpets and interior could do with a tidy E.G. headlining etc. Please call 01352 781023, Flintshire.
10988

ROVER COOPER



1997, 67,000 miles, £8,000. 1300cc, MoT until August 2020, full service history, one owner from new and modified car. Please call 07880 602919, Darlington.
10558

ROVER MAYFAIR



1991, £POA. 998cc Manual. Updated SU carb, stage 1 kit. Various new panels and recent respray in flame red. Leather interior. Please call 07873 392913, Suffolk.
10530

ROVER MINI

1994, 33,000 miles, £9995.00. Nineties reliability, sixties looks, based on Rover Sprite. Over £10k spent turning this car into a long-distance tourer and reliable daily driver. 5 new Minispares ST-Minilites, 5 Dunlop SP tyres, Cooper S brakes, hi-los, brocade interior + oval dash, etc. Maintained by Wood and Pickett and VmaxScart. Please call 02083 980287, Surrey.
10298

ROVER MINI COOPER 1.3i



2000, 79,000 miles, £3,250. Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.
11065

ROVER MINI SPORT



2000, 49,000 miles, £12,500 ONO. One of the last 500 off the line in good condition and garaged. MoT March 20 and full history. Please call 07779 418087, Worcs.
10817

ROVER RIO



1993, 55,000 miles, £3,499. MoT August 2020, Alloy Wheels, Wood Dash, Radio/Cassette Player, Good Condition, Working fine, ready for everyday use or weekends. Offers considered. Please call 07779 775981, Somerset.
11402

ROVER SIDEWALK



91,700 miles, £8,995 ONO. Restored last year garaged since, full MoT, kingfisher blue, no expense spared, great example and a rare classic. Please call 07792 663632.
10178

CARS WANTED

CLUBMAN ESTATE



Wanted. No restoration projects but don't mind a small amount of paintwork. Please call 07733 117621.
10770

MKII

1968/69, Wanted. Please call 07958 728493, London.

MKI/II/III

Wanted. Any condition, good or scrap and any mini. Please call 07979 406536.
11520

PARTS

2 X MINI SPARES



£30-£100. Roller tip rocker assemblies. One set low mileage, very good condition £80. One set good condition bur rollers need replacing £30. £100 for both. Please call 07786 074878, Portsmouth.
11315

MINI BODY SHELL



1965, 47,711 miles, POA. Re-shelling. Had a new body shell in 1984 which was heavily wax oiled at the time. Virtually perfect. Please call 07729 241005, Surrey.
11898

MINI COOPER S REMOTE BRAKE SERVO



£40. Fits any single line system. Please call 07979 406536, East Yorkshire.
11750

MINI HYDROLASTIC SUSPENSION UNITS



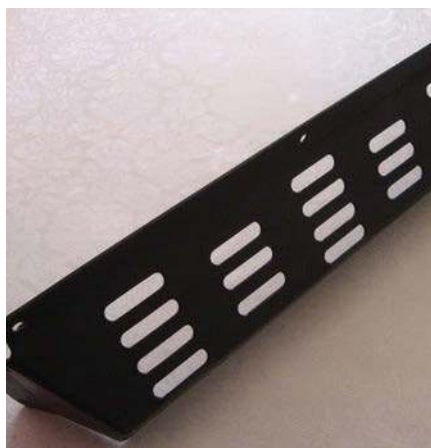
£850. Set of 4. Please call 07979 406536, East Yorkshire.
11423

MINI MANIFLOW



£120. Manifold large bore manifold CLM 005 and Manifold 2 inch twin box, side exit exhaust system LST 005A. Rusty but still solid. Please call 07786 074878, Portsmouth.
11314

MINI S SUMP GUARD



£150. Never used or fitted. Please call 01217 050849, West Midlands.
11925

MINI SUMP GUARD



£30. Strong and light. Please call 07979 406536, East Yorkshire.
11749

MKI/II MINI PASSENGER DOOR



£90. Please call 07979 406536, East Yorkshire.
11255

MKIII PARTS



POA. Mini left over from restoration. Please call 07788 821542, Essex.
11883

PARTS WANTED

MINI ROLL CAGE

Wanted. Any condition considered. Will buy full mini or shell etc. Please call 07979 406536.
12083

MISCELLANEOUS

MINI BONNET BADGE



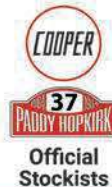
Wanted. For 1996 BMC mini. Please call 07938 945451.
12026



NEW YEAR SALE

MASSIVE SAVINGS!

All prices include VAT. Mini Sport disclaims any liability for errors & also reserves the right to modify all or any part of the product descriptions & prices.



Mini Sport Ultimate Brakes

Mini Sport 4 Pot Alloy Calipers, the best brakes for your Mini. Available in Various Colours.



NOW FROM £269

7.5" Alloy Calipers, Brakes & Kits

7.5" 4 pot alloy calipers	£269
7.5" Brake discs - cross drilled	Pair £70
7.5" 4 pot alloy caliper brake kits	£345
7.5" Paddy Hopkirk performance brake system	£304
7.5" Brake disc assembly - drilled discs	£359
7.5" Paddy Hopkirk brake disc assembly - grooved	£924



7.9" Vented Alloy Calipers, Brakes & Kits

7.9" 4 pot alloy calipers	£269
7.9" Brake discs - grooved	Pair £79
7.9" 4 pot alloy caliper brake kit	£355
7.9" Vented Cooper performance brake kit	£555
7.9" Brake disc assembly - grooved discs	£881



8.4" Alloy Calipers, Brakes & Kits

8.4" 4 pot alloy calipers	£297
8.4" Paddy Hopkirk alloy caliper	£297
8.4" Brake discs (Mini '84 on)	Pair £41
8.4" 4 pot alloy caliper brake kit	£339
8.4" Cooper performance brake kit	£403
8.4" Brake disc assembly	£865
8.4" Paddy Hopkirk brake disc assembly	£929



8.4" Vented Alloy Calipers, Brakes & Kits

8.4" 4 pot alloy calipers	£297
8.4" Brake discs - grooved	Pair £79
8.4" 4 pot alloy caliper brake kit	£382
8.4" Vented Paddy Hopkirk performance brake kit	£548
8.4" Brake disc assembly - grooved disc	£913
8.4" Paddy Hopkirk brake disc assembly	£970



Pads & Shoes

Mintex Road 7.5" COOPER S	£19
EBC Green stuff pads 7.5" COOPER S	£36
Mintex M1144 pads 7.5" COOPER S	£46
Mintex road 8.4" discs	£10
EBC Green stuff 8.4" discs	£30
Mintex M1144 8.4" discs	£36
Mintex road 4 pot calipers	£14
EBC Green pads 4 pot calipers	£43
Mintex M1144 4 pot calipers	£61
Mintex rear shoes	£13
Mintex front shoes	£13

Std. Disc Brake Assemblies



NOW FROM £622

7.5" Cooper S disc brake assembly	£662
8.4" 1984on disc brake assembly	£622

12" to 10" Conversion Kit



NOW ONLY £177

12" to 10" Brake Conversion Kit £177

Drum Brakes

Rear Brake Assemblies Sold as pairs, assembled & ready to fit.



NOW FROM £100

Standard assembly front	Pair £100
Standard assembly rear	Pair £115
Mintex assembly rear	Pair £121

Brake Drums



NOW FROM £12

Standard - front or rear - pre '84	Each £12
Spacer type - rear only - '84on	Each £18

Sure Stop Kits



Kit Includes: Pair performance discs, set fast road EBC brake pads. Direct replacement.

Cooper S '10' wheels - x-drilled discs	£103
Mini '84 on, 12" wheels - x-drilled & grooved discs	£68

Brake Discs



Standard spec Cooper S '10' wheels	Each £24
Mini 8.4" '84 on	Each £13
8.4" vented	Each £17
Cooper 997/998	Each £51
Performance discs:	
Cooper S '10' wheels - X/drilled	Pair £70
Mini '84 on - X/drilled & grooved	Pair £41
8.4" vented - grooved	Pair £79
7.9" vented - grooved	Pair £79

Mini Sport Alloy Superfins



25% extra fins for better cooling! Lightweight Alloy brake drum with 3/4" built in spacer.

Alloy superfins	Pair £110
Superfins with rear brake assemblies	From £223

Brake Parts



Master Cylinders	
Master cylinder S/GT plastic reservoir	£46
Master cylinder S/GT tin reservoir	£77
Master cylinder yellow tag '85on	£73
Master cylinder green tag '89on servo	£84
Calipers (RH/LH)	
Cooper S - O.E specification	Each £70
'84 on (12" wheels)	Each £83
Handbrake Quadrants	
Standard type	Each £15
Alloy red, blue, black, gold, orange	Pair £29

Aeroquip Hoses



NOW FROM £11

Brake hose kit	Set of 4 £39
Metro 4 pot caliper conversion	£49
Coloured hose kits - red, black or blue	£46
Front brake hose	Pair £24
Rear brake hose	Pair £23
Clutch hose	£12
Clutch hose veto type	£14

Remote Servo Kit

Fits Mk3 single line non servo brake systems, to improve braking power & efficiency.



NOW FROM £196

Steering



Steering rack, RHD/LHD	£63
Sportsrack rack, RHD/LHD	£91
Quickrack, 2.2 tums, RH/LH	£111
Steering rack boots	Pair £4
Track rod end - standard	£6
Track rod end - group A	£13
Cooper S steering arm	Each £17

Front & Rear Hubs



NOW FROM £34

Disc type - RH or LH	Each £51
Fully built disc type - RH or LH	Each £114
Standard rear hub	Each £34

CV Joints & Driveshafts



NOW FROM £34

C.V. Joints & Boot Kits	
Outer CV joint - drum type	£34
Outer CV joint - disc type	£36
Outer CV boot kit	£4
Inner CV joint	£35
Pot joint boot kit	£4
Competition Drive Shafts	
Steel pot joint type	Pair £155
Hardy spicer type	Pair £175

Drive Flanges



NOW FROM £19

7.5" S/GT (pult 10" wheels)	Each £19
7.5" S/GT - EN24 hardened	Each £27
8.4" Disc type	Each £25
8.4" Disc type - EN24 hardened	Each £35
Drum type (suit 10")	Each £25
Drive flange collar, disc type	Each £4
Drive flange nuts	Each From £4

Wheel Bearings



Front, drum brakes type	£11
Front, taper roller disc brake type	£12
Rear, taper roller type	£11
Timken wheel bearings	From £47

Shock Absorber Sets



SET OF 4 NOW ONLY £297

Standard or Lowered



SET OF 4 NOW ONLY £280

Standard or Lowered



SET OF 4 NOW ONLY £181

Standard or Lowered



SET OF 4 NOW ONLY £92



SET OF 4 NOW ONLY £80



SET OF 4 NOW ONLY £248



SET OF 4 NOW ONLY £298



SET OF 4 NOW ONLY £143



SET OF 4 NOW ONLY £114



SET OF 4 NOW ONLY £64

Alloy Hubs & Flanges



Alloy disc type front hub kit	£510
Alloy rear hub - '84on	Pair £150
7.5" S/GT - alloy lightweight	Each £75
8.4" Disc type - alloy lightweight	Each £75

Adjusta Ride



ADJUSTA RIDE KIT NOW £89

Variable Height Suspension Kit

Unique design enables quick and easy fitment and suspension height adjustment.

Front set	£42
Rear set	£59
Full Kit: Includes front and rear sets	£89

Smootha Ride



NOW ONLY £452

Designed with Dr. Alex Moulton (the original Mini suspension designer) Kit: Adjusta Ride full kit, 4 shock absorbers, 4 new rubber cones & adjustable rear brackets.

Negative Camber Kit



KIT NOW £111

Kit: -1.5" negative camber bottom arms, Group A adjustable tie rods and rear brackets

With BUSHES £117

Adjustable Rear Brackets

Negative camber & tracking rear brackets. Allows alignment of rear wheels.

NOW FROM £51

Bottom Arms



1.5" negative arms	Pair £37
2.0" negative arms	Pair £54
Adjustable heavy duty	Pair £64
Adjustable rose jointed	Pair £78
Adjustable rose jointed, heavy duty	Pair £114
Standard bottom arm bush	Each £1.24
Up rated bush set, nylon	£14
Bottom arm shaft	Each £13
Standard bottom arms	Each £39

Adjustable Tie Rods



Adjustable heavy duty	Pair £32
Group A adjustable	Pair £56
Group A rose jointed	Pair £140
Standard tie rod	Each £14
Tie rod bush, standard	60p
Tie rod bush set, up rated	£3



ORDERING IS EASY!



EVERYTHING REDUCED
ONLINE | IN STORE | BY PHONE

OVER 9000 Products available online at **Great Prices!**

minisport.com

Optimised for Mobile....



Suspension Kits

ADJUSTA Ride

Fully Adjustable Shock Absorbers



FULL KIT
NOW ONLY
£269



FULL KIT
NOW ONLY
£370

Non Adjustable Shock Absorbers



FULL KIT
NOW ONLY
£179



FULL KIT
NOW ONLY
£158



FULL KIT
NOW ONLY
£328



FULL KIT
NOW ONLY
£221



FULL KIT
NOW ONLY
£175



FULL KIT
NOW ONLY
£137

Sports Ride

SPORTS Ride



NOW FROM
£224

Fully adjustable sports suspension kit to allow fine tuning for maximum road holding. Kit: Adjusta Ride full kit, 4 sports shock absorbers, negative camber bottom arms, adjustable tie rods, poly bushes & rear brackets.

Sports Ride - Gmax shockers	£264
Sports Ride - Gaz shockers	£357
Sports Ride - KYB shockers	From £224
Sports Ride - Spax shockers	£459

Roll Cages

RHD & LHD available

Rear Race

NOW ONLY
£265

Rear Rally

NOW ONLY
£208

Multi point

NOW FROM
£860

6-Point Bolt-In

NOW ONLY
£1143

Rear detachable diagonals

Multi point weld in cage

Multi point bolt in cage

Door bars

Roll cage padding, 80cm

Custom Cages

Six Point Bolt-In Mini Roll Cage - Black

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

£391

£860

£1165

Pair £119

£10

£1143

Mini Spares - The New Original



Demand Mini Spares Approved Parts

The one-stop Mini parts shop for **EVERYTHING** your Mini needs (as our name suggests).

Whatever some boxes may say, genuine original parts are diminishing quickly.

Very few parts on the market today are actually genuine originals now.

BE SURE - DEMAND MINI SPARES QUALITY!

As the largest supplier of Mini parts in the world we find genuine original parts and the best available modern versions of original parts.

mini  spares
minispares.com

Parts available on line and by mail order - or visit one of our three shops

Minispares - NORTH

Units 2E and 2G Harwood Road
Northminster Business Park
York YO26 6QU

Tel: 01423 881800

Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
Potters Bar, Herts. EN6 3JN

Tel: 01707 607700

Minispares - MIDLAND

West Midlands

991 Wolverhampton Rd. Oldbury.

W. Midlands. B69 4RJ

Tel: 0121 544 0011